JUN 26 1952

JUNE, 1952

PACIFIC FISHERMAN

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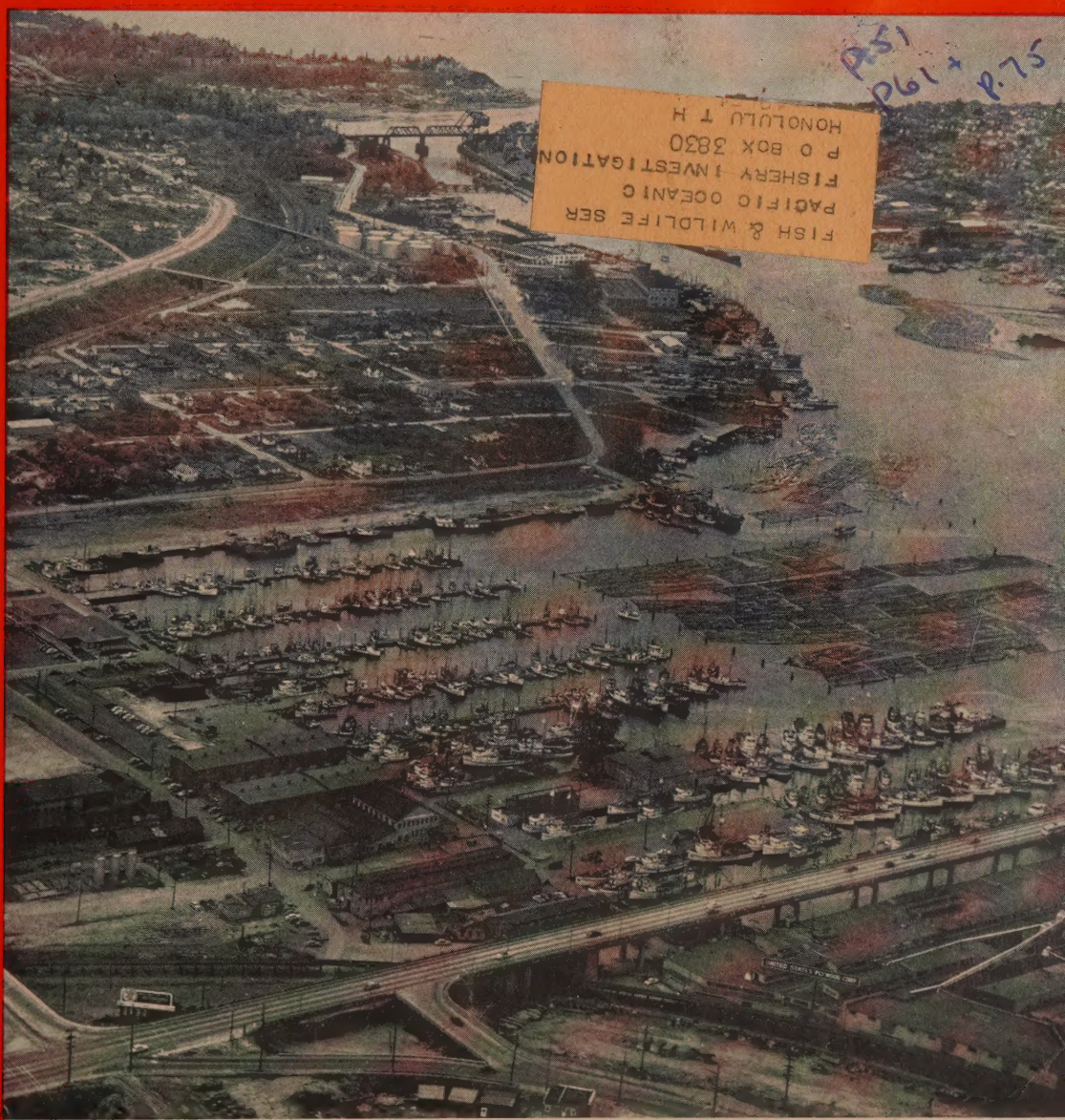

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P.75

FISH & WILDLIFE SER
PACIFIC OCEANIC
FISHERY INVESTIGATION
P O BOX 3830
HONOLULU T H

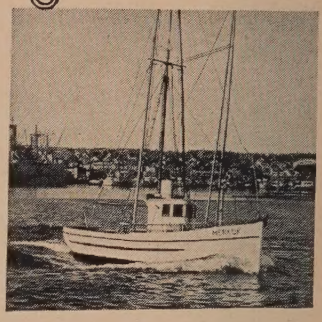
Fishermen's Terminal, dedicated by the Port of Seattle in May, is pictured in the brilliant Herold Aerial Photo picture above. The terminal is rated as the finest facility for fishermen in the United States. Berthed in the fresh water of Salmon Bay, the vessels are only a few minutes run from the salt water of Puget Sound, seen beyond the locks in top center. (Story on Page 37).

GM Diesel
Case History No. 292-23

BOAT AND USER: "Merkur," 40-foot salmon troller owned and operated by Mr. and Mrs. Tom Leal, Seattle, Washington

INSTALLATION: 83 H.P. GM 3-71 Diesel powers 24-year-old salmon troller, also used for tuna fishing. Engine turns 3-blade 34" x 24" wheel through 3:1 reduction gear. Replaced gasoline engine in 1947.

PERFORMANCE: GM Diesel gives "Merkur" normal operating speed of 8 knots, idles down smoothly for trolling and accelerates instantly from slow trolling speed.



This Diesel idles down for trolling

Speaking from long experience with General Motors Diesels, Skipper Leal gives two reasons for his choice: "One—its extreme flexibility. Most fishermen have trouble idling down for trolling. With the GM you don't—and when you want speed, you get it. Two—in a small boat, space is at a premium. The GM saves space—gives more room both in the fish hold and forecastle." These are reasons why fishermen everywhere are switching to GM 2-cycle Diesels. Get the full story from your nearest GM Diesel distributor.

DETROIT DIESEL ENGINE DIVISION
GENERAL MOTORS, DETROIT 28, MICHIGAN
SINGLE ENGINES...32 to 275 H.P. MULTIPLE UNITS...Up to 800 H.P.

It pays to Standardize on

GM
GENERAL MOTORS
DIESEL POWER

PACIFIC FISHERMAN

A Miller Freeman Publication

ol. 50 No. 7

JUNE, 1952

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Acheson Policy Shifts Again; Opposes Tariff on Frozen Tuna

Shifting like an artful dodger, Dean Acheson, secretary of state, in mid-May announced the State Department's third policy position in eight months on the question of a tariff on imports of frozen tuna.

He finally came-out as flatly opposed to the emergency tariff measure, which proposed a duty of 3c per lb. to stave-off irreparable damage while the federal government studies the problem intensively.

Last fall, when the proposal first came up for congressional action, the Department of State said it was not opposed.

Early this year, in hearings before the Senate finance committee, the Department of State proposed that a quota plan be substituted, and that duty-free admission of 12,500 tons of frozen tuna be followed by a 3c duty on imports in excess of this amount.

On May 13 the Senate committee reported the tuna tariff bill with recommendation that it "do pass."

This brought the bill to the verge of passage, and Secretary Acheson to his third position, which many believed was his true position all along—out-and-out opposition to the tariff.

Packers Plan Interesting Salmon Advertising and Promotion Plan

To provide a means by which salmon packers could participate in a joint brand advertising and promotion effort, Marine Foods, Inc., was formed recently by Port Ashton Packing Corporation, Kadiak Fisheries Co., Chignik Fisheries Co., Kayler-Dahl Fish Co., and Cooper River Cooperative Co.

It is a non-profit corporation whose membership is open to any salmon packer desiring to share in the joint promotion and advertising of brands which the company owns. At present these brands are "Sea Feast" Pinks and "Honey Boy" Chums, which were acquired from Dehn & Co., who will continue their distribution.

Ellamar Cannery Burns

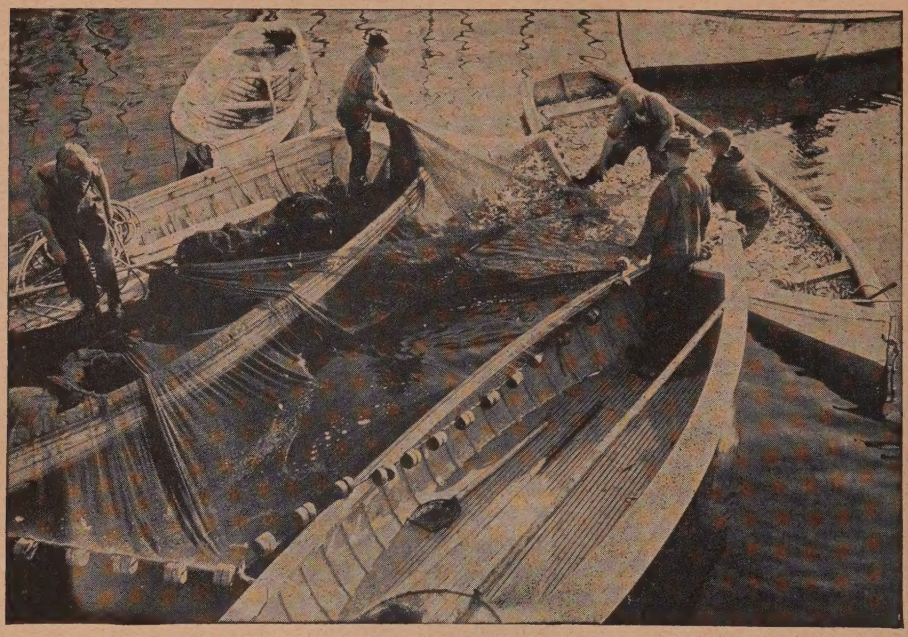
The cannery of the Ellamar Packing Co. on Prince William Sound burned about the middle of May. Early reports said the cannery building and main warehouse were destroyed, but that a number of auxiliary structures were saved.

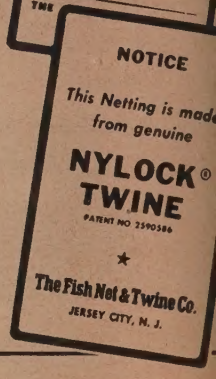
The one-line operation is owned by Milton G. Brown and Clarence D. Payne.

Halibut Market Opens Low

Reflecting the nation-wide weakness in the markets for food commodities, the Seattle halibut market opened low, with no fancy bidding even for the very first trips. Initial sales on the Seattle Fish Exchange were on the basis of 24¼ and 20½c.

First vessels to deliver to Seattle this season were *Marylyn* and *Inez M.*, selling May 19.





Three of a Kind!

- SEA KING Seine and Trawl Netting
- GENUINE STEEL GREY Linen Gill Netting
- NYLOCK Gill Netting

Whether you fish them little or big . . . from herring to tuna . . . there's a FISH NET netting to do the job that's proved itself best for YOUR kind of fishing.

Side by side, most netting looks alike, but the seasoned skipper knows there's more to a net than meets the eye.

Remember, that back of FISH NET netting, there's a full century of manufacturing experience . . . over a hundred years of making nets that have proved themselves fit and strong and durable for use up and down both coasts, on the lakes, or in gulf waters. Ask your dealer.

IMMEDIATE DELIVERY!

NYLOCK GILL NETTING

Made of genuin Nylon . . . produc of Du Pont.

The FISH NET & TWINE COMPANY

310-312 BERGEN AVENUE • JERSEY CITY 5, N. J.

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PIER 55
SEATTLE, WASHINGTON

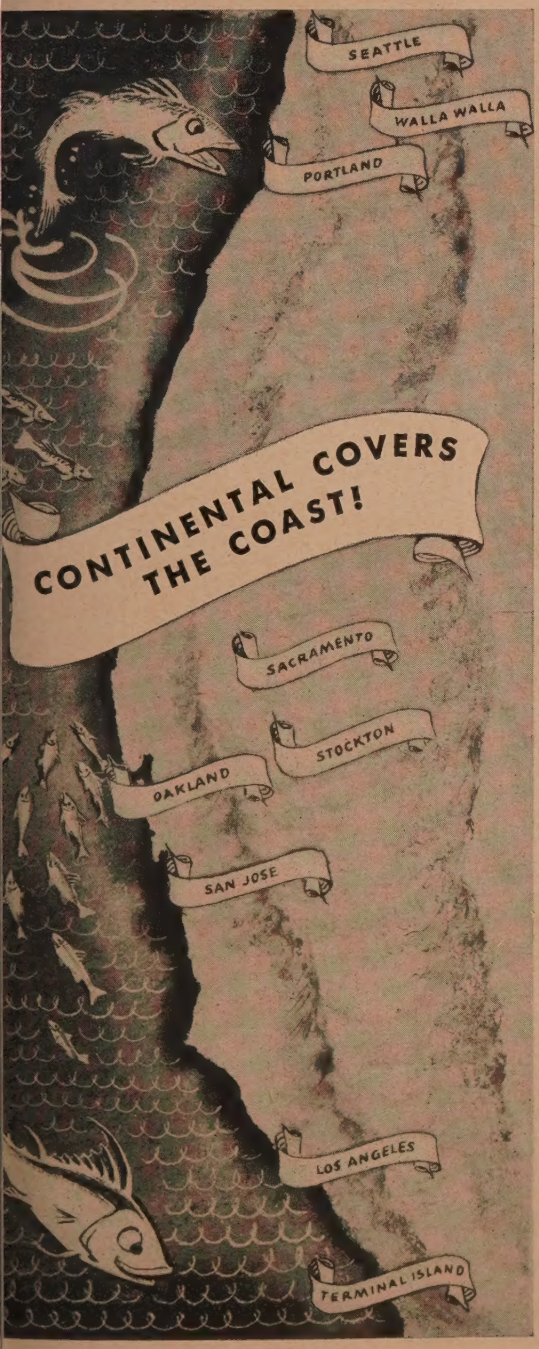
FISHERMEN'S SUPPLY COMPANY
JACKSONVILLE, FLORIDA

CLERVILLE KIEF
CUT OFF, LOUISIANA

Serving the Fishermen's Needs for Over 100 Years

Whether you pack salmon, sardines or tuna

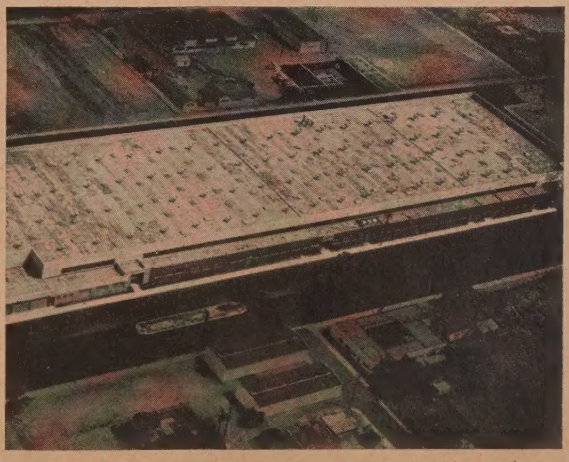
CONTINENTAL CAN GIVE YOU TOP SERVICE



No matter what "breed" of fish you pack, Continental cans are right for you. They come in every size and shape, and are first-class containers for first-class products.

But can quality is only half the story. Continental service is first-class, too. We've been making cans in the West for almost twenty-five years and have helped solve some of the toughest Western canning problems. What's more, our experts are always right on hand to put this experience to work for you.

So whether you pack in California, Oregon or Washington, why not give us a call the next time you are thinking about containers. We have the equipment, the experience and the willingness to do a good job for you. This year our people will travel a million miles to help keep our customers' operations at top efficiency.



TERMINAL ISLAND — Newest of nine Continental can-manufacturing plants in the West.

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Los Angeles 17

Skinner Building
Seattle 1

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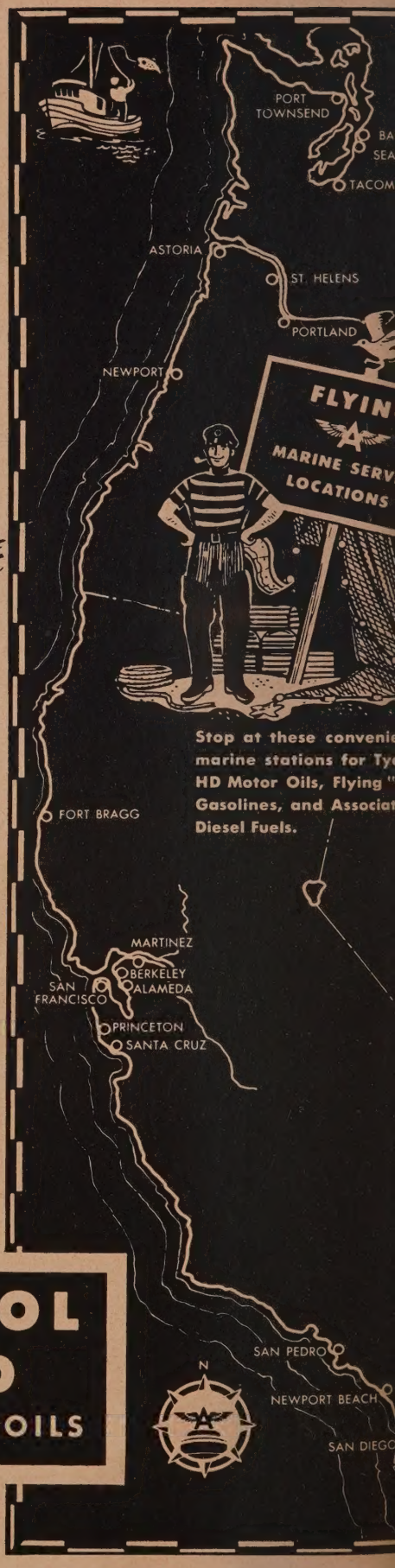
San Francisco 4



Engines at Sea need TYDOL HD ...for *extra* protection

Sludging stops. Oil ducts don't clog. Valve stems and pistons stay clean and free. That's what happens when Tydol HD lubricates your engines. And here's why this high detergency, heavy duty motor oil provides *extra* engine protection ...precious extra cruising time between layups for repairs:

- Tydol HD never gives sludge a chance to form. Its active detergents disperse engine deposits...hold 'em in suspension 'til time to drain. Then, out goes the sludge that other oils can't budge...leaving your engine *clean!*
- Tydol HD counteracts corrosion...neutralizes engine acids that otherwise cause pitting and excess wear.

Will it pay *you* to change to the oil that *cleans* as it *protects* as it *lubricates?* Try Tydol HD...and see!

Marine Engines Thrive on these TYDOL HD Oils

100% paraffin base high V.I. motor oils, scientifically compounded with selected additives.

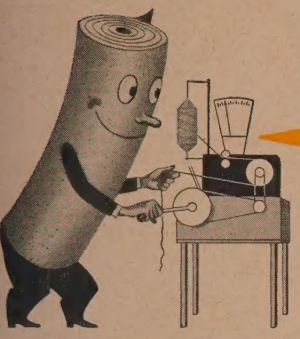
TYDOL HD—High detergency oil for gasoline and diesel engines in normal heavy duty operation.

TYDOL HD S-1—Higher detergency...for hard, heavy diesel service; for any engine subjected to continued overloading.

Ask your Associated Representative which Tydol HD meets your needs.

TYDOL HD MOTOR OILS

TIDE WATER ASSOCIATED OIL COMPANY
(WESTERN DIVISION)



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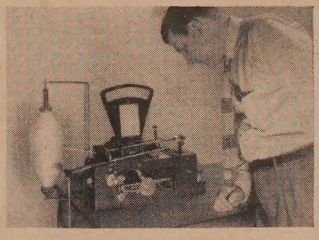
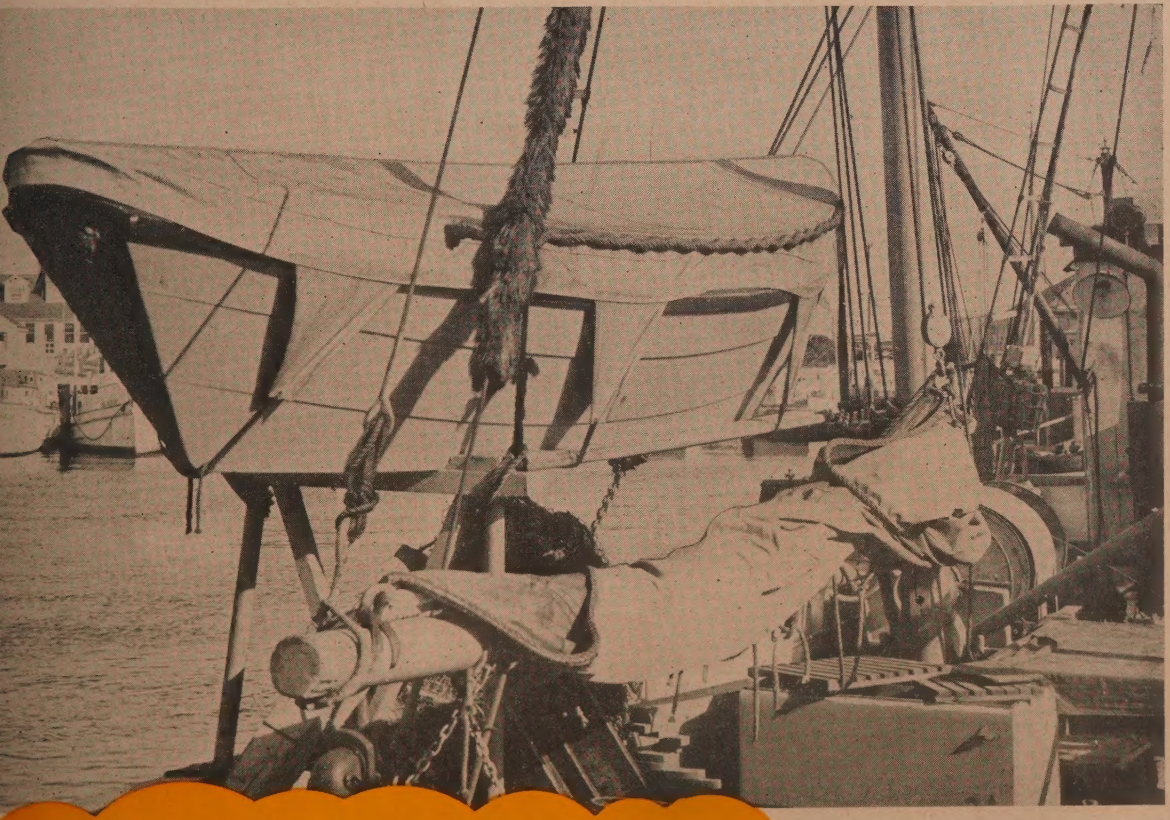
WOODBERRY EXTRA

Gives You Greater Fabric Uniformity

Checking evenness of roving with Belger Tester. One of a series of comprehensive laboratory controls throughout production to assure uniformity in all Mt. Vernon-Woodberry products.





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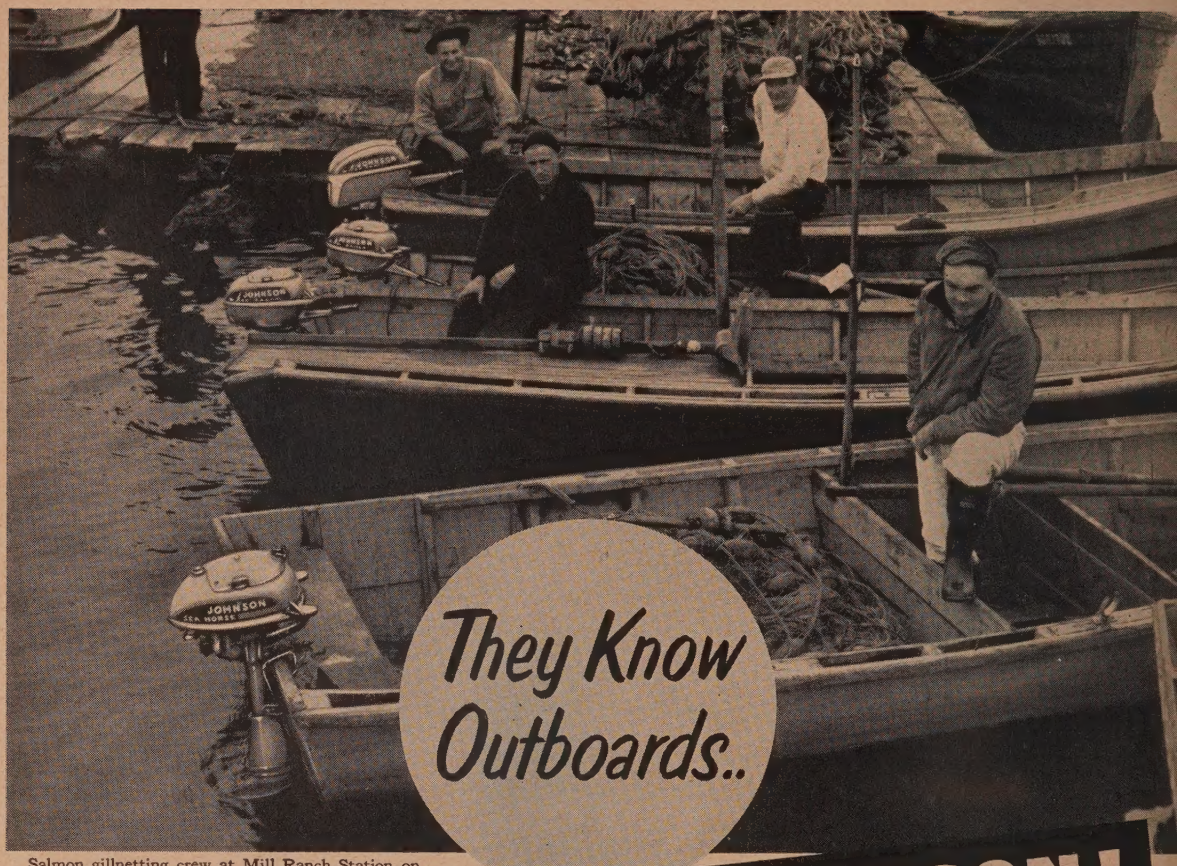
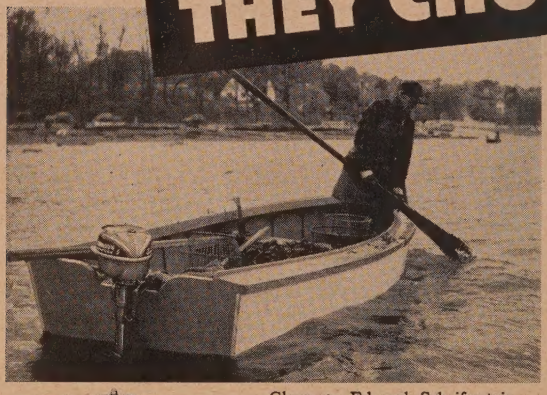


Salmon gillnetting crew at Mill Ranch Station on the Naselle River, Washington. Note the Johnson outboard motors.

THEY CHOOSE JOHNSON!



Clammer Edward Scheiferstein, Centerport, Long Island, N. Y. says about his Sea-Horse 5: "... I don't see how they could make it better."

FREE Write for fully illustrated literature on the four versatile Johnsons for 1952 — ranging from 3 hp to 25 hp. A size for every outboard need!

JOHNSON MOTORS
6700 Pershing Rd., Waukegan, Ill.
In Canada: Mfd. by Johnson Motors, Peterborough

All hp is OBC *certified* brake hp at 4000 rpm.

Johnson Sea-Horse 5. World's largest selling outboard. 5 hp.

"Johnsons are the most dependable of ' all," says A. G. Lewis, owner of the Mill Ranch Salm Station. He ought to know. According to Mr. Lew they've tried them all!

Dependability is one of the outstanding ch acteristics of Johnson Sea-Horses. These rugged, comp power plants are marvels of precision manufacture. Th deliver a flow of power smooth as silk *and they ke on delivering* — year after year!

Investigate. See your Johnson Dealer. (Lo for his name in your classified phone book). Ask him demonstrate Johnson Gear Shift (neutral, forward, verse); separate, 6-gal. Mile-Master Fuel Tank, which l you run for hours without refueling; Synchro-Twist G Speed Control; and other modern features of the S Horse. Investigate Johnson's perfected Alternate Firi waterproof magneto; easy starting; 4-way protecti against corrosion. Learn about the sensational Sea-Ho 25—ideal for big waters and heavy loads—with pow to give you over 30 mph—and that weighs less than 1 lbs.! You'll be amazed. Talk to your dealer!

Johnson
SEA-HORSES
FOR DEPENDABILITY

e's learning a lesson she won't forget

e not-too-distant future, this young lady will
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n in a home of her own.

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omics teachers and students all over the
try.

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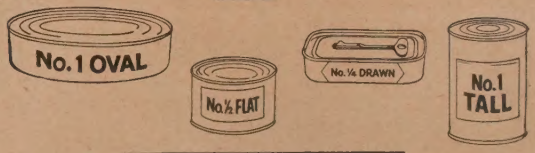
Whatever your needs,
Canco has the right container for you.



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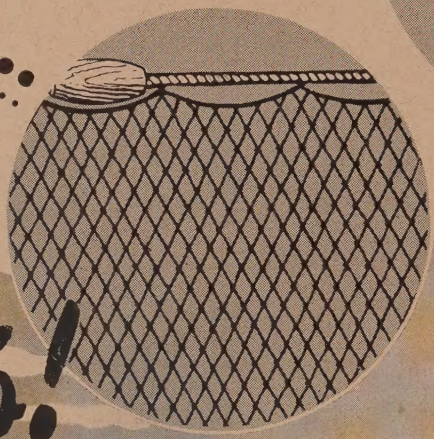

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Nets · Twine

ADAMS' BEST

Every Adams customer saves time, money and fish

Whether you use trawl nets, Sardine, Tuna or Herring Purse Seines you can depend on Adams Best brand for results. For every Adams net is made of top quality raw material, woven into strong even meshes with machine tied knots that provide a stronger, more durable net, requiring less repair and holds those large catches that mean profits for you. Whatever type fishing you do there is an Adams Best net ready to do the job—Sold by dealers who are well acquainted with your operation and the outstanding merits of Adams Best Netting. Adams dealers are listed in this ad, see one of them today and be equipped with the best gear in your territory.

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A. D'Acquisto & Sons, Monterey, Calif.
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SEASIDE SUPPLY STORES, INC., San Pedro, Calif.
COAST EQUIPMENT CO., San Diego, Calif.

ADAMS NET & TWINE COMPANY 701-3 N. SECOND ST. • ST. LOUIS, MO

No engine repairs in 4 years!

HE *Jackie A*, a 55′ x 13′6″ x 6′ purse seiner, 18 hours a day, every day in the month, and 4 months a year out of Tacoma, Wash. In the years, her "Caterpillar" D8800 Marine Engine eeded no repairs.

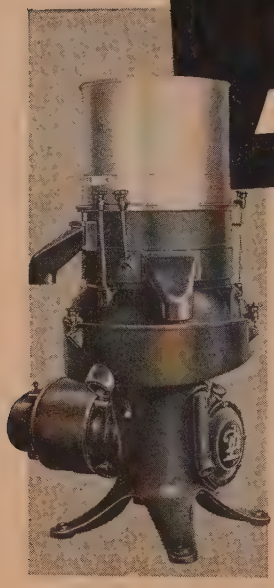
That's 'Caterpillar' economy for you," says Jack h, owner of this 9-knot craft carrying 1,900 feet rse seine. "I haven't had any trouble with my o in more than 4 years. It's sure a good engine. 3 other types, but 'Cat' beats them all."

Caterpillar" Diesel Marine Engines are sturdily to keep you fishing. Dependable as they are, get even longer life and better performance hem by giving them good care. And remember, rpillar" Dealers cover the water front—when- nd wherever needed, they're available for dock- ervice!

CATERPILLAR, SAN LEANDRO, CALIF.; PEORIA, ILL.

CATERPILLAR
REG. U. S. PAT. OFF.

Diesel Marine Engines



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This three-way centrifuge, designed to operate for long runs a even, high efficiency, is the heart of the De Laval System. This mac preceded by a De Laval Meal Recovery Centrifuge and followed De Laval Oil Purifier (plus appropriate head tanks, heating devices controls), forms the best System available for obtaining large quan of stable oil, low in FFA, light in color and high in potency.

DE LAVAL PACIFIC COMPANY
61 Beale Street, San Francisco 5, California

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Packing Corporation
ANACORTES, WASH.

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Canners of
PUGET SOUND SALMON

Our BRANDS

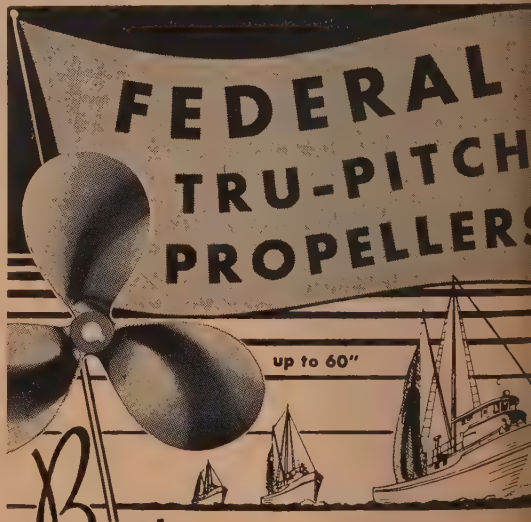
SOCKEYE
"Snow Cap"

COHOE
"Olympic"—"Snow King"
"Green Breaker"

PINK
"Ocean Spray"—"Waterfall"
"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"
"Sea Diver"

Cannery: ANACORTES, WASH.



Best SHIPMATE
AN ENGINE COULD HA

So smooth and efficient in converting HP into effective th vibration, usually attributed to the engine, vanishes or is decreased, boat speed goes up and fuel bills down. What out of your engine depends on the propeller it's teamed wi cripple the engine with an inferior or poorly selected wheel precision-built, long-lasting FEDERAL cally matched to your engine and h your Federal dealer or write for analy

FEDERAL PROPELLERS
GRAND RAPIDS 3, M

P&H Diesel Engines

(2-CYCLE)

an you do this with your diesels?

thin just 40 minutes you can remove a
nder assembly — replace it with a com-
te new one — and have your P&H Diesel
k in service.

other diesel offers you such amazing
ed and simplicity — such protection
inst costly lay-ups. Think what it can
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simpler parts stocks. Where necessary,
can take an assembly from one engine
another . . . good reason in itself for
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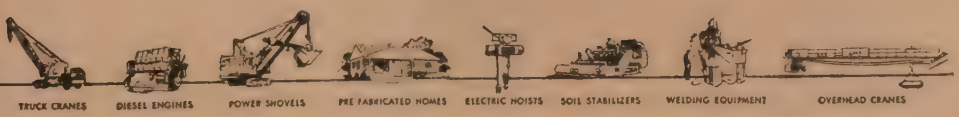


It's *RIGHT* for your outboard motor

SHELL OUTBOARD MOTOR OIL

The right OIL

You'll find Shell Outboard Motor Oil is the right *oil* for your outboard engine because it resists cylinder heat... lubricates all moving parts cleanly... *and keeps carbon down.* That's the kind of lubrication that keeps your outboard engine humming at full, dependable power.

In the right PACKAGE

Self-measuring "Visual Level Can"

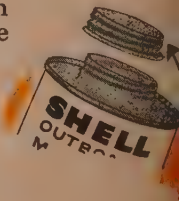
Shell Outboard Motor Oil comes t you in the more convenient Visua Level Can, which makes it easy fo you to add exactly the right amoun of oil.

Half-pint measures

are marked inside with bold yellow lines that you can see plainly through the widemouth top. Just pour to the mark.

Another feature you'll like

is the replaceable cap. It seals out dirt from the unused portion of the oil . . . prevents loss from spilling.



SHELL OUTBOARD MOTOR GEAR LUBRICANT
right for the job — and handy

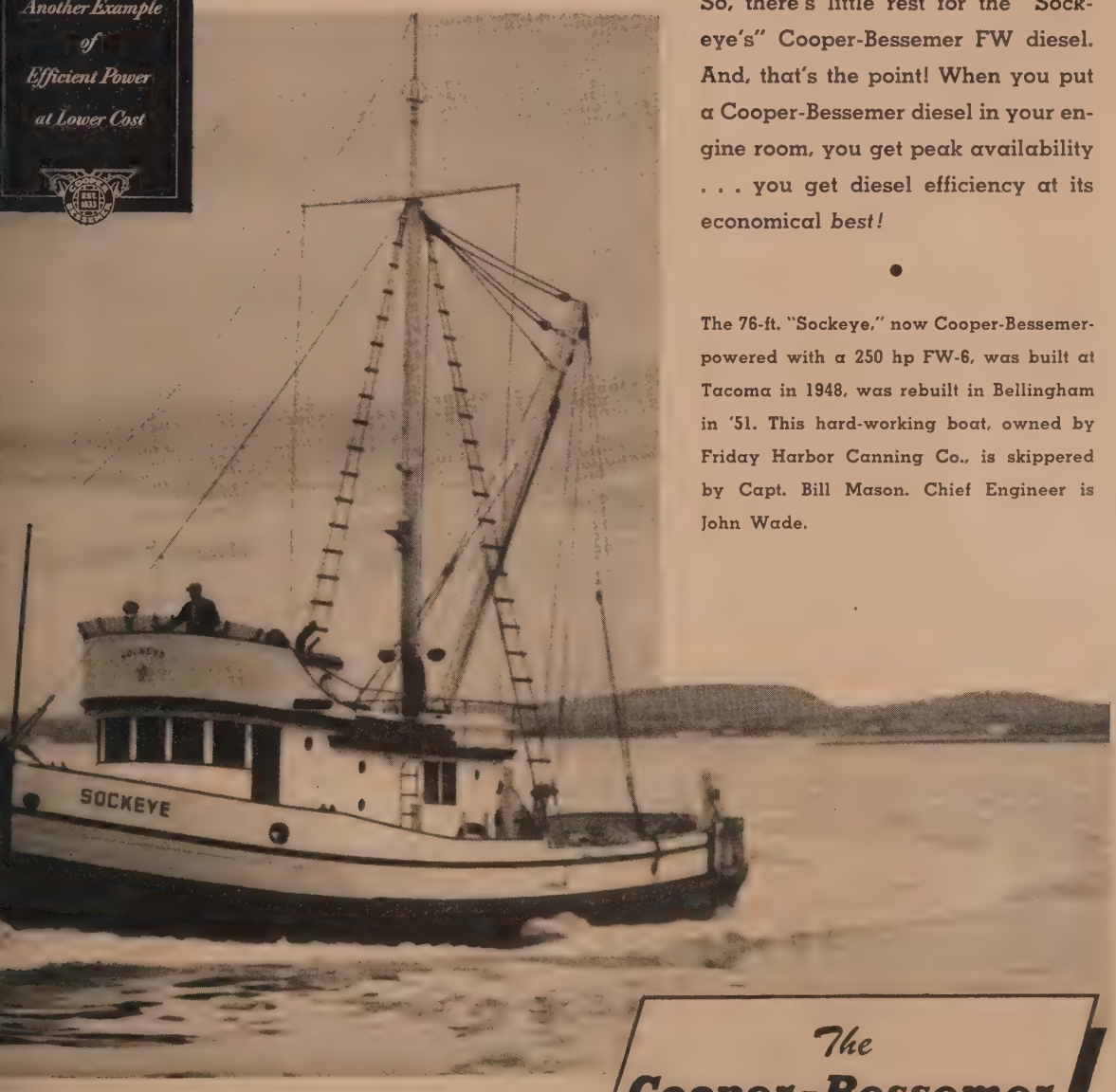
- water resistant • contains an additive to guard against scuffing and wear on gears
- contains another additive to guard against rust
- comes in 8-ounce collapsible tube, with spout for ease in filling gear cases without leakage

SHELL

POWER THAT'S IN FAVOR OF . . .

ofitable business year around!

Another Example of Efficient Power at Lower Cost



• When you decide to make the *most* of diesel power, availability becomes a key consideration.

The Cooper-Bessemer-powered "Sockeye" is a good example. She does triple duty—works hard as a salmon cannery tender during the canning season . . . delivers gear and supplies to the seine boats . . . and, during the rest of the year, operates as a dragger.

So, there's little rest for the "Sockeye's" Cooper-Bessemer FW diesel. And, that's the point! When you put a Cooper-Bessemer diesel in your engine room, you get peak availability . . . you get diesel efficiency at its economical *best!*

•

The 76-ft. "Sockeye," now Cooper-Bessemer-powered with a 250 hp FW-6, was built at Tacoma in 1948, was rebuilt in Bellingham in '51. This hard-working boat, owned by Friday Harbor Canning Co., is skippered by Capt. Bill Mason. Chief Engineer is John Wade.

The **Cooper-Bessemer** *Corporation*

MOUNT VERNON, OHIO — GROVE CITY, PENNA.

N. Y. Washington, D. C. Gloucester, Mass. San Francisco, Calif.
xas Seattle, Wash. Los Angeles, Calif. Chicago, Illinois
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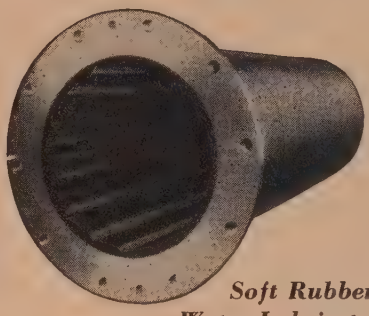
San Diego, Calif. New Orleans, Louisiana

Cutless Cuts COSTS

Tuna Clipper "Mary E. Petrich"
Equipped with 8" Cutless Bearings



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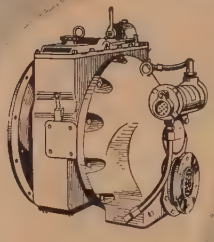

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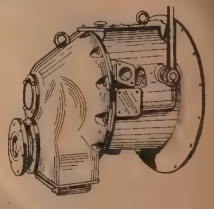

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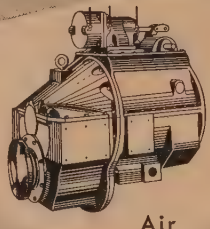

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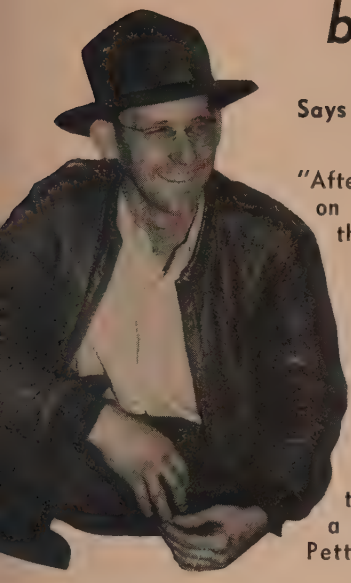

Says HOWARD R. SAGSTAD, Partner, Sagstad Shipyards, Seattle, Washington

"After months of activity on the fishing grounds, the boats all have an outstandingly fine appearance. An extra word for the "Fume Proof" white; it is really tops in white paint and we are particularly impressed by the ease of application. This too, has always been a big point in favor of Pettit Bottom Paints."

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Through 55 years of fisheries developmen
PACIFIC MARINE *has kept pace..*

CANNING FISH IN THE "POMPADOUR" ERA . . .

"A number of canneries still use the hand method of dressing and filling . . . the fillers stand on each side of a long table with a trough running down the middle from end to end. This is filled with the cut pieces of Salmon, and the fillers—usually women and children—put large pieces into cans at first and then smaller pieces to fill in.

"When packs of 10,000 to 15,000 cases were made . . . the work of cutting and cleaning the fish and placing them in cans was done by hand. When larger canneries were constructed, especially in Alaska where labor is expensive and difficult to obtain, machinery to do as much as possible of the work became absolutely essential."

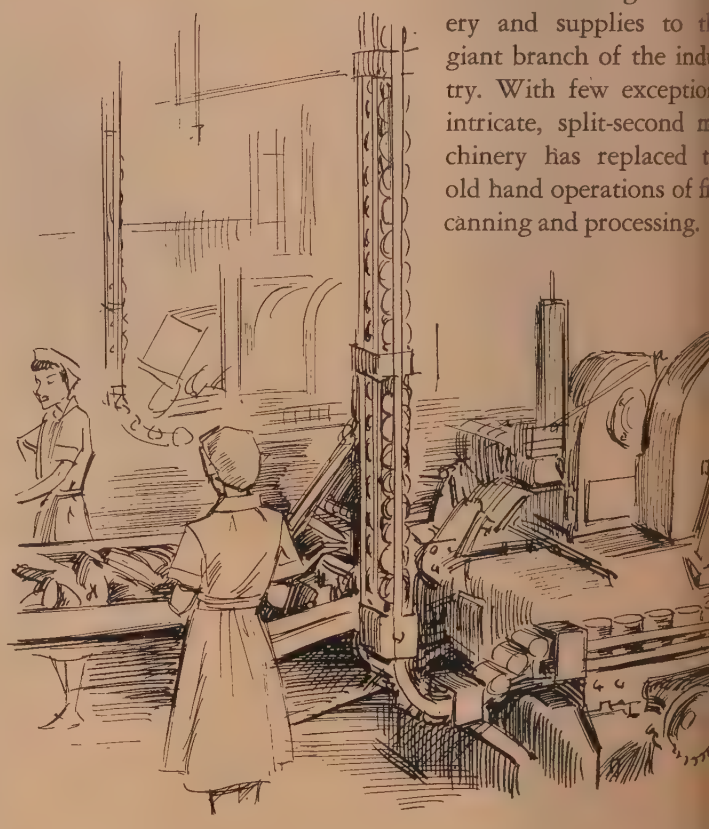
—Pacific Salmon Fisheries, by John N. Cobb, 1921.

"E. A. Smith . . . was induced to buy some stock in a salmon cannery, which at the end of the year . . . proved to have lost money. He was told that the cannery had had an abundance of fish to can, but had not been able to clean them fast enough to supply the lines of canning machinery. He immediately resolved to invent a machine . . . within eight months after he first conceived the idea he put his working model to test in the plant of the Washington Packing Co. at Bellingham. . . . On the first day's run the old model cleaned 22,000 fish in eight and one half hours, or an average of forty-five fish a minute. . . ."

—"The Smith First Cleaning Machine" PACIFIC FISHERMAN, Jan. 1906

TODAY'S MECHANIZED CANNERY METHODS

There are hundreds of canners, processors and freezers in t Pacific Northwest and Alaska today. Since the fish seasons short and fresh-caught quality fleeting, Pacific fish canneries a freezers are large capacity, high-speed, highly mechanized plan Investment in canning and freezing and packaging equipment ru into hundreds of millio of dollars, and there today many large manuf turers furnishing machi ery and supplies to t giant branch of the ind try. With few exceptio intricate, split-second m chinery has replaced t old hand operations of fi canning and processing.



KEEPING AHEAD of constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 55 years standing with

PMS Since 1897

Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

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USPENSE

RAMA

the elements of a suspense drama were blended in the Alaska salmon preliminaries this spring.

ere was a *race*—against time, against sturdy competitors.

ere was *motive*—money running into many millions.

ere was *love-interest*—developing in uncounted hordes of salmon.

ere was *conflict*—of men jockeying and wrestling for position and age, one union against another, and both against the operator; of ships vs. canneries.

ere was a *game*—experts playing poker, trying to wait each other til one should weaken—playing for gigantic stakes in profit, or loss; hares, or none; in pay-checks, or "rocking-chair money".

l all the while time was ticking out, as out in the North Pacific here Nature was ripening the Reds, marshalling them by millions—s is the Big Year—and pointing them toward Bristol Bay, whether ould run in the fullness of their time whether the Men were ready

a salmon fishing's pre-season this spring exceeded any- the past in its intensity, com- ns and dramatic elements. At ne of this issue there was no rospect for settlement, and ere elements of confusion so ding as to make optimism on re anything but realistic.

the spotlight focused on Bay during May, the place actual fishing time was lost the Copper River, where the pened with that month, but had been wet with half the one.

nd Jurisdiction Bay Issues

primary elements were in- n the Bristol Bay situation— tion and the price of fish— hese two the former was the rplexing and explosive situation. However, both were inextricably interwoven because each contending union was set to secure the highest price, and thus to win favor.

In this matter of jurisdiction—who controls the fishermen of Bristol Bay —was a conflict which cost fishermen and operators a substantial portion of the 1951 fishing season, a conflict in which the Federal Labor Relations Board has proven impotent.

Tendermen's Agreement Is Attained First

First general agreement to be reached in the Alaska salmon industry was that concluded late in April with the Alaska Fishermen's Union covering tendermen and its members everywhere but in Bristol Bay.

This settlement called for a 4 per cent wage increase, plus health and welfare benefiits at a cost of $43.44 per man, this amount to be deducted from the 4 per cent increase. The wage increase was granted subject to Wage Stabilization Board approval.

"Big Year" of Cycle Makes Stake Greater

One element which lends particular urgency to the Bristol Bay situation this seasin is the fact that 1952 is the "big year" in the Bay cycle. In the past 20 years the pack of Reds on Bristol Bay in this cycle have averaged 1,200,000 cases, against a general average for that period of 782,000 cases.

In other words, the pressure to operate this year—pressure on fishermen and cannerymen alike—is particularly heavy.

Freezership Fleet Will Set Record This Year

The freezership movement to Bristol Bay this season will be heavier than ever before.

At presstime for this issue it was possible to count at least 19 refrigerated vessels, all definitely scheduled to operate on Bristol Bay. These vessels are listed in an accompanying table.

In addition, there were at least two other major freezercraft which *might* join the group. Of these, the *Mary E. Petrich* at presstime was still at sea on a tuna trip, but was expected to operate on Bristol Bay if she returned with her tuna catch in time to outfit for the North.

In addition to these known preparations, there were rumors that a number of California tuna clippers would be on Bering Sea for salmon this season. Whether they appear or not was

Secretary Chapman's Double Responsibility

Dear Secretary Chapman:

We write to remind you of a critical situation in the salmon fishery of Bristol Bay this season. Heavy concentration of highly effective fishing gear may be expected, creating a demand for close attention, intelligent analysis, and honest and courageous administration, if true conservation is to be served.

A great natural resource may be threatened, and we do not need to remind you that the responsibility for its conservation is yours as Secretary of the Interior.

We do want to point out to you, however, that the responsibility is doubly yours for another, *more personal* reason—because you in one of your first acts as Secretary decided that the salmon fisheries of Bristol Bay should be opened to power boats.

We shall not debate the right or wrong of that decision, but there can be no denial that from it has come fishing effort of an intensity which may destroy the salmon of Bristol Bay.

Because the decision was yours personally, yours is the double responsibility for seeing that this priceless resource is not lost to the American people.

One thing more — and we believe it to be very important:

This is the "big year" of the Bristol Bay salmon cycle. The scientific studies of the Fisheries Research Institute indicate that the "big year" run is big because the fish composing it are more productive than those of other years; and that this highly productive run of the "big year" not only supports itself but contributes substantially to maintenance of the other years of the cycle.

In short, adequate escapement of this year's exceptionally productive salmon is of *particular* importance.

To secure such escapement is your responsibility, and a task demanding a high order of intelligence and courage.

—*Pacific Fisherman*

wholly conjectural as this was written.

Freezerships Dicker For Canning In California

Reports from California this spring said that representatives of some of the freezerships had been in San Francisco and at Terminal Island, discussing with tuna operators there the possibility of an arrangement by which the freezerships would deliver their salmon cargoes to California canneries for packing — perhaps in tuna-style halves — and marketing by the sales department of firms doing the canning.

That the freezerships may be expected this season to enter the tuna trade after the salmon season was entirely to be expected. Plans to do this in 1951 were dashed by the w ness that prevailed in the tuna ket during the latter half of the With this corrected, it is anticip that the freezerships will find em ment in the tropics after their fi salmon have been packed.

Some operators have not hesi to say this openly. For example, vey Petrich of the Western Building Co., which this year is ating the freezerships *North Western Ace,* and perhaps the *E. Petrich,* said in May:

"The reeferships we are inter in are anticipating operation in tuna industry following the sa season, and it is possible we may swordfish and shrimp to the pro that will be obtained from these sels."

The tendermen's agreement the A.F.U. applied generally thro out Central Alaska, leaving a ment with the machinists the p pal one still to be negotiated at p time.

In the Copper River district price negotiations were in the h of local operators, with a situ still wide open—although with of closing—at presstime. At that the industry had lost the first ha May, although the amount of i the river made it question whether much fishing could been done earlier even if agree had been reached.

Early Season Cancelled In Southeast Alaska

The early season originally vided for in the 1952 regulation Southeast Alaska—which would permitted fishing for Red and Chums in that region from June July 5 — was cancelled by F amendment to the regulations in This action was taken when fi men and operators alike with their earlier recommendations i vor of such a reason.

FREEZERSHIPS BOOKED FOR BRISTOL BAY IN 1952

Vessel—	Operator—	Length	Vessel—	Operator—	L
Alaska Reefer	Alaska Reefer Fisheries	184	**Pacific Queen**	Pacific Queen Fisheries	
Alert	Grimes Packing Co.	92	***Pacific Reefer** (d)	Pacific Reefer Fisheries	
***Arctic Maid** (a)	Arctic Maid Fisheries	184	**Reefer King**	Reefer King Co.	
***Diamond D** (b)	Oren Diamond, Seattle	85	**Reefer No. 2** (e)	Grimes Packing Co.	
***Einstoss No. 1** (c)	S. Einstoss	155	***Scarlet Queen** (f)	Pacific Reefer Fisheries	
***Einstoss No. 2** (c)	S. Einstoss	155	**Sea Lark**	Global Fisheries	
***K.J.** (h)	John York	136	**Sundown**	Sundown Fisheries	
****Mary E. Petrich**	Western Boat Building Co.	150	**Toni B.**	Bez Bros.	
Michelle Eve	Malaspina Fisheries Co.	136	***Washington Star** (g)	Pacific Reefer Fisheries	
North Star	North Star Fisheries	220	***Western Ace** (f)	Western Boat Building Co.	

*New operations in 1952. **Not certain to operate. (a) Converted from a YN, submarine net tender. (b) Formerly **J. A. Martin** (c) Converted from LCI, landing craft, infantry. (d) Converted from AMS, fleet minesweeper. (e) Formerly **Great Sitkin.** (f) verted from ATR, fleet tug, rescue. (g) Converted from FS, freighter, small. (h) Converted from YMS, inshore minesweeper.

inance Committee Favors Tuna Tariff

te Finance Committee report-orably, without amendments, mp Bill HR 5693 bill imposing a lb. duty on fresh and frozen The vote, taken May 9, was 8-5. ll had passed the House last r; then was stymied in Senate ttee when time ran out and ess adjourned. Quick action on nate floor was hoped for by the roponents.

age of the bill and its signature President would place a tariff per ton on raw tuna until 31, 1953, and would instruct S. Tariff Commission and to study tuna imports and Congress in planning legisla-r a long-range program for the tic tuna industry.

These studies would determine the competitive position of the domestic industry and the impact of raw fish imports on the livelihood of American fishermen. Investigation results must be presented to Congress before next January 1.

In Washington when the bill was approved by Senate Finance with Senator George presiding, were G. P. "Tex" Ellington, California Fish Canners Association; George Baker, International Association of Machinists; Harold Lokken, Pacific Coast Fish Producers Institute; Ed Morris, California Tuna Research Foundation.

Meanwhile, the U.S. Tariff Commission has until next November to decide whether or not to recommend presidential action raising duties or placing quotas of canned tuna in brine or bonito in oil or brine. The former now comes into this country at 12½ per cent duty; bonito in oil at 15 per cent. Decision of the commission may be delayed as result of the resignation and retirement May 16 of Charles A. Carter, the commission's veteran fishery specialist, who has been in charge of the work to date.

Officials of the American Tunaboat Association, San Diego, had been anxiously awaiting action on the bill for 3c per lb. on raw. They released figures on May 8 showing that, while last year's imports set new records, this year to date is worse, to a record 56.3% over the four1months' period in 1951; this while domestic receipts were 43.7% down.

na Landings Short 22%;

m Hand Kept on Brakes

thern California tuna canneries ocessed 33,318 tons of raw ma- including imports, by May 1. ompared with 42,519 tons for onths in 1951. The pack for the eriod was: 1,750,242 cases; this 1,490,815 cases. Imports for totaled 2,162 tons, of which 816 Yellowfin and Skipjack from 1,346 tons Albacore from

the domestic fleets fishing from o to Peru was poor. Voyages ed to record lengths and sel-id a clipper unload a capacity

orts by newspapers that the Los es Harbor purse seiners had more than 15,000 tons up to were wrong, the figures given the total catch brought into strict, including bait boats nports. Actually, to May 1 the Pedro net fleet had delivered tons, of which 5,331 tons was yfin; 1,278 tons Skipjack. By tuna schools in the Gulf of rnia, on which the seiners had perating, became too scattered od fishing.

nwhile, 5,500 tons of raw im- had been landed in California ear, some Yellowfin and Skip- rom Peru, but mostly large Albacore from Japan, for which packers were paying, laid down at cannery, $420 per ton. A large case yield per ton was reported from these Longfins, scaling 25 to 30 lbs. each.

Despite the shortage in domestic tuna, packers had already put their fleets on rotation for balance of 1952. French Sardine's plan was one day in port for each 15 tons flumed, plus one day unloading time for each 100 tons. The Van Camp formula was more complicated and based on time at sea, amount of fish, etc., all figured on averages or conditions above or below normal.

Westgate-Sun Harbor Company instituted a plan whereby the company makes full payment of crews' shares on unloading of a fare, but the balance to owners is paid in equal installments of 30, 60 and 90 days.

There will be some diversion of tuna clippers to the salmon fisheries this summer. For example, it was announced the great converted tuna vessels *Scarlet Queen* and *Sea Lark* would not operate for tuna this season, going into Alaskan waters. So also *Washington Star,* and perhaps *Mary E. Petrich* and others.

The steel clipper *Sun Jason* was reported to have joined the *Gulf Star* in delivering to a new tuna cannery at Moss Point, Miss.

Unconfirmed reports from San Diego at presstime were that there was a possibility West Coast Packing Corporation (recently forced from its Long Beach location because of land sinking) would take over the plant of the former San Diego Packing Co., now operated by California Tuna Canning Company.

Reason given for this move is that the former People's Packing Co. plant, owned by West Coast for some years, is on ground between National Steel & Shipbuilding Corporation and Lynch Shipbuilding, which the former owns. This land is acutely needed by the shipyard to continue its multi-million dollar defense contracts.

Interests connected with both NS&S, Caltuna and Westgate-Sun Harbor, are said to have offered West Coast the San Diego Packing plant, and will demolish the People's Packing plant. The Westgate-Sun Harbor and Caltuna packing would be done at the former's large plant.

W. F. & O. Cans Chowder At San Francisco

The Washington Fish & Oyster Co. of California will shortly be canning New England type clam chowder at its cannery at Pier 29, San Francisco, according to Al Levy, manager.

Tom Miller is superintendent of the cannery, which last year put up a sizeable pack of Albacore. The clam chowder will be packed in No. 5 and No. 10 cans. Considerable new equipment, such as steam kettles, etc., has been installed in the cannery.

Japanese to Fish Salmon In West Aleutian Waters

Japanese salmon fishing operations in the seas adjacent to the International Date Line are to be expected this season. Reports to this effect in Tokyo are confirmed by the Department of State, which points out that the waters in question are outside those from which the Japanese agree to abstain under the North Pacific Fisheries Treaty—signed but not in effect nor ratified by the United States.

A letter to *Pacific Fisherman* from Warren F. Looney, foreign affairs officer for Fisheries and Wildlife in the Office of the Under Secretary, says:

"It is the Department's understanding that the Japanese government contemplates an expedition to fish salmon in the North Pacific Ocean in an area which begins in the western Aleutians and extends westerly across the Date Line. It is understood that American fishermen have not operated in the area to any significant extent.

"Even though the North Pacific fisheries treaty between the United States, Canada and Japan is not yet in effect, the Japanese expedition will operate within the terms of the proposed convention so far as the eastern limit of the expedition's operation is concerned. The expedition will not, therefore, draw upon stocks of salmon to be covered by the proposed convention."

Just how the Japanese will operate in these mid-ocean waters is not indicated, but it is presumed they will employ drift gillnets of the type which their floaters made so effective off the coast of Kamchatka as to threaten the economic existence of the Nichiro Gyogy Kaisha shore canneries in the years before the war.

Salmon taken in the area of the proposed operations obviously must originate in the streams of either Alaska or Siberia, although present scientific information is not sufficiently complete to indicate the origin of the population, or whether the salmon from the two continents may be intermingled in this portion of the sea.

Reports from Tokyo early in May, a few days after Japan entered into her re-acquired sovereignty, stated that 60 vessels had crossed the former "MacArthur Line" and had headed for the mid-ocean area around the Aleutian extremity where it is expected they will fish salmon.

Sardine Emergency Advisors Hear Bag Limit Plan Again

The California sardine and Pacific mackerel advisory committee held its first meeting in May at San Francisco.

This committee was formed following a mass meeting on sardine legislation held at Monterey last December, which in turn was an outgrowth of a resolution of the California Fish and Game Commission which stated that a crisis existed and called on the director of Fish and Game and the industry to recommend remedial legislation. This meeting felt that a rational approach to developing sound legislation for the fisheries was for a representative committee to formulate a unified program if possible. All elements of the sardine and mackerel fisheries have designated representatives to serve on the committee, the following attending the May meeting: Ed C. Johnson, State Senate; Vincent Thomas, State Assembly; Herbert C. Davis, Southern California processors; Don T. Saxby, Monterey processors; Norbert Roesling, San Francisco processors; John Real, Southern California boat owners; Anthony Sokolich, I.L.W.U. fishermen; John Hawk, A. F. of L. fishermen; James Waugh, A. F. of L. plant workers; Charles L. White, Southern California sportfishermen; E. E. Winters, Central California sportfishermen, and Vincent Quartararo, Northern California sportfishermen.

Various proposals for rehabilitating the fisheries were put forward. The Department reiterated its recommendation for a seasonal over-all bag limit, the amount to be set ann by the Fish and Game Commis Other proposals followed the lines, some of these suggested a rate commission to set bag limits. limits, decrease in number of fi days or length of season, and pr tion of reduction and restricti the bait fishery were also discu Some of the members and other that additional research results necessary before embarking on drastic control program.

The many proposals suggested be taken back to their organiza by the members so that they can to the next meeting prepared to s for their phases of the fishery. A next meeting it is planned to ha thorough discussion of the De ment's recommendation inclu proposed details of its administra All alternative plans will also be cussed. The committee will also sider a proposal for a temporary untary program of restrictions the 1952-53 season to help the covery of the fishery until the L lature meets next year.

Kodiak Clams Lost; Cordova Season Delayed

Kodiak Island clam canning for season was lost entirely as resu inability to agree on prices; an Cordova agreement on a 13c price not reached until May 12. Howe at presstime for this issue a deal not yet been made with the can workers, although progress was b made in that direction and it wa ticipated that a contract would negotiated in time to get-up the quota.

The Washington coast clam for 1952 was estimated at about 1 cases of 48 halves. The comme quota was limited to 500,000 lbs., only a part of that amount was a able for canning at the 14c price

The Kodiak razor clam season lost entirely when diggers there out for a price based on the Cor figure, which was not attained so late that operators said packin the Kodiak district would be ou the question.

The Cordova negotiations drag out for a long time, with both s making concessions. The diggers inally demanded 17c, up 2c from 1951 price. The packers counte with an offer of 11c, and settle eventually was reached at 13c.

Harold A. Ellis, partner in James rell & Co., San Francisco, was gre friends along California street again er being hospitalized following a operation.

FIRE SALVAGE RECONDITIONING

turday morning, December 8, e worst fire to ever hit Can- w in Monterey's famous fish ng industry spread and con- both warehouses of the West- n Harbor Packing Co. plant. s the largest single tuna com- loss by fire, and one of the canned food fires in the his- the West.

major item — canned tuna — e plant's newly installed tuna ng lines, along with sardines, el, squid and anchovies, ac- for the great monetary loss of k reported to be in excess of 00. Final figures will only be upon completion of salvage by derwriters Salvage Company York.

steps in salvage required the l of the pack and preliminary , drying, sorting, casing and by the Oxnard, San Xavier estgate-Sun Harbor canning This continued for eight weeks he height of California's wet- ter in history.

while, the California Packing tion's Fish Division, through ager D. T. Saxby, and Plant tendent Thomas E. Noice, sed and carried out the design struction of a machine to re- n all the various sizes and f cans for the Underwriters Company.

rocess itself is a combination rolytic and chemical reaction. al and electrical engineering

Electrochemical reconditioning bath, showing the can-holding tongs, which act as one electrode, the metal tank serving as the other. Current is delivered from the rectifier shown in the background. Returning tongs are seen at top right.

was developed by Norman Buell, of Calpak's Research Department, while mechanical design and construction was handled by Virgil Wickham, the plant's processing and construction supervisor. All construction was done by the California Packing Corporation's Monterey plant crew in the plant. Preliminary test runs were carried out in the plant's laboratory prior to and during construction of the equipment.

The first step in the process of salvage upon delivery to Calpak from the storage plants is a sorting out of the obviously bad and probably bad cans. Further sorting and checks are made of codes, styles of pack, and grades. All work is done under the supervision of the State Department of Public Health throughout the entire operation.

The sorted cans are conveyed to the machine in two lines where tong conveyors pick up each can individually, carrying it through a bath of caustic and other chemicals at controlled temperature. The bath itself is 40′ long and the metal tank is one electrode. The tongs of the can-carrying conveyor are the second electrode. Current is supplied by a low voltage, high amperage Mallory-Udylite Rectroplater.

Bath time is controlled by a variable speed transmission driving the conveyor. Average bath time is approximately 45 seconds; however, longer bath times are required for very dirty cans. On the average 120 cans a minute are handled through

nerging from the electrochemical bath still in the grip of the tongs ried through the primary rinse before leaving the reconditioning machine.

the machine. Fairly clean cans can be run at higher speeds.

The electro-chemical bath removes all dirt, rust, foreign matter and scorch with a minimum of effect on the tinplate.

As cans emerge from the bath, the tongs release the cans onto conveyors where they are spray-rinsed with water, then quick damp-dried by steam, and then sprayed with a film of drying, protective oil.

The cans are then conveyed to the warehouse for casing, unlabeled. All cans are inspected upon leaving the salvage machine and once again in the warehouse prior to casing.

Liberal samples are cut of each run through the machine, and blocks are released for labeling only after official approval of the State Department of Public Health.

Total salvage will reduce first loss estimates and will no doubt considerably reduce over-all damage loss. It has been possible to maintain grade on a higher percentage than was first thought possible as cans are even cleaner than originally processed cans. Salvage costs have been materially reduced by the unified operation.

The machine and process will handle any size and shape can up to a #10. Built for the Underwriters Salvage Company of New York, the machine was constructed to be portable in case of future need elsewhere in the nation.

Intake end of the reconditioning machine receiving cans already graded and accepted as probably sound.

Murray and Anderson Head Salmon Companie

E. E. Murray became presider the Bristol Bay Packing Co. an C. Anderson of the Alaska Pa Salmon Co. at the organizations' annual meetings this spring.

In the Bristol Bay Company, Anderson became executive president, where he succeeded Murray, who advanced to the p dency which Mr. Anderson form held. Other officers of this comp are: V. H. Elfendahl, vice presid F. Bartow Fite, Jr., secretary; Cl E. Hall and William Madden, as ant secretaries; F. W. Tegtme treasurer; and Robert J. Beh assistant treasurer.

In the Alaska Pacific Salmon G. W. Skinner retired as presid Mr. Anderson being elected in stead. Mr. Skinner remains as d tor and chairman of the board. Murray is executive vice presid Other officers being: H. G. Sea and Mr. Elfendahl, vice preside L. L. Stedman, secretary; Mr. meyer, assistant secretary; Mr. B ek, treasurer and director, succ ing M. H. Keil, retired; and A Cahill, assistant treasurer, succ ing D. E. Skinner; Edmund F. well and August Buschmann, d tors.

P. E. Harris— His Pack Was For Sale, And He Priced it to Sell

One of the great—and tragic—figures of the salmon industry died in May when P. E. Harris slipped quietly into death after four and a half years of helplessness.

Prince Harris was one of the small group of stand-out individual personalities who tower in any objective review of the salmon industry's history from its beginnings to the end of 1947, when he suffered the strokes which held him helpless to the end of his days.

A native of Mississippi, he founded P. E. Harris & Co. in 1910 and built it into one of the most important individual firms in salmon canning. Surviving him are a brother, William H. Harris, of Seattle, and a sister, Mrs. Moss Brown, of Mississippi.

During the years that Mr. Harris lay an invalid, he suffered the loss of his entire family, without knowing it. Mrs. Harris died in 1949. His son-in-law, John X. Johnson, died in 1950; and his only child, Sally Harris Johnson, in 1951.

In addition, E. M. Brennan, who for many years had been his chief lieutenant, vice president and general manager, died in 1951.

Mr. Harris was a successful operator and businessman, with canneries from False Pass to Ketchikan, and many interests outside salmon — but it was in the field of salmon marketing that he made himself most noteworthy, if not always most popular.

His achievements in selling were not as a merchandiser but as a market leader. *His pack was for sale, and he priced it to sell.*

His False Pass fish were often the first on the market, and his pricing practice exerted powerful influence on later arrivals. His pack and his opinions were his own — and he did not hesitate to move with them. The trade looked to him for leadersh leadership which sometimes led a rough trail — but time usu proved his policy and justified leadership.

92 Sardine Reduction Permits are Granted

Despite the objections of Richa Croker, chief, Bureau of Marine eries, Department of Fish & G the California Fish & Game Com sion granted permits to 92 oper of sardine reduction plants an lowed a total catch of sardines reduction purposes of 100,000 to

Last season the commission gra a total of 150,000 tons to be take reduction purposes, but only tons were actually reduced u permit.

Wilbur-Ellis Moves

Wilbur-Ellis Co., internationa products factors, has moved its quarters in San Francisco next from the old offices, to 320 Calif street. The telephone numbe mains the same—GArfield 1-177

In its new headquarters the pany occupies the entire third of the building with Connell Bros

R. G. Smith, National Sea Products, Halifax, new president of the Fisheries Council of Canada; H. Norman Hyland, director of B.C. Packers, Vancouver; C. J. Morrow, National Sea Products, Halifax, and first president of the Council; R. E. Walker, vice-president, B.C. Packers and chairman of the convention committee; Ken Fraser, manager of B.C. Packers Imperial plant, Steveston, where the photograph was taken.

ANADA CONCENTRATES
n Her Fisheries' Future

whole range of varied and mul-
ng problems confronting Cana-
200 million fish industry, many
em directly related to the Pa-
Coast — maintenance of supply,
ting technique, marketing—was
ed at the seventh annual con-
on of the Fisheries Council of
da, held in Vancouver, B. C.,
28-30.

as the first meeting of the Coun-
be held on the West Coast, and
ught more than 450 delegates,
from Newfoundland, the Mari-
Provinces of Quebec, as well as
al from the U.S. Some had at-
d the NFI convention the pre-
week in Los Angeles, and
g the NFI representatives at
uver were the new president,
es D. Alhadeff; his predecessor,
Toner, and General Manager
es Jackson and his staff.

iness sessions were held in Ho-
ncouver. An opportunity was
ed the visitors of touring fish
ssing and research plants in the
and the final day was devoted
visit to the spectacular Hell's
fishway in the Fraser River
n.

. Smith, National Sea Products,
x, and an executive of Fish
rs Association of the Maritime
nces, was elected to succeed
is Millerd, head of F. Millerd &
Vancouver, as president of the Fisheries Council. R. T. Hager, Canadian Fishing Co., Vancouver, is the new vice-president representing the West Coast.

Other westerners on the board of directors are R. E. Walker, J. N. Hyland, both of B.C. Packers; Richard Nelson, Nelson Bros. Fisheries; O. J. Macdonald, Queen Charlotte Fisheries; and Francis Millerd, all of Vancouver, and J. Leaver, J. H. Todd & Sons, Victoria. Gordon O'Brien, Ottawa, is general manager.

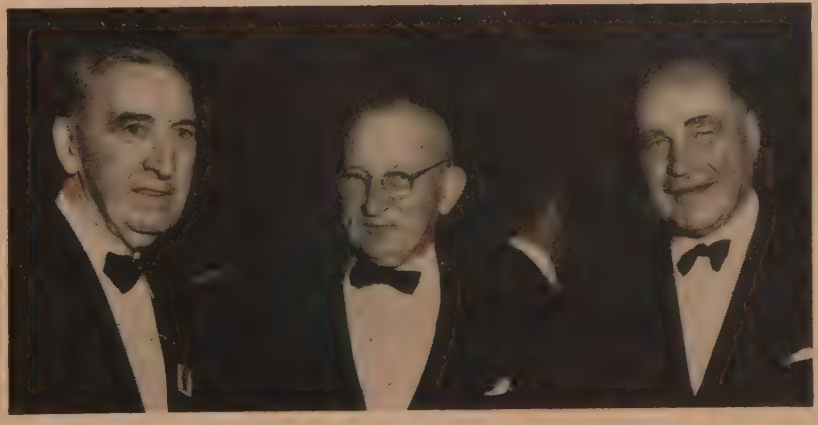
J. S. Eckman, former president of Canadian Fishing Co. and a former president of the Council, is an honorary director. J. M. Buchanan, president of B. C. Packers, played an active role as chairman of the Fisheries Association of B.C.

Much of the thoughtful discussion resulted in the passage of resolutions expressing the Council's viewpoint on major issues affecting the industry. Briefly, these resolutions:

Fisheries Treaty Endorsed

1. Commended the Canadian government for resisting pressure groups by avoiding price controls and other restrictive measures which restrain and encumber free commercial enterprise.

Hon. R. W. Mayhew, Canadian minister of fisheries, left; Francis Millerd, president of Millerd & Co. and retiring president of the Fisheries Council of Canada; H. R. MacMillan, chairman, British Columbia Packers, Ltd.



IN THE ROW BELOW—left to right, FRANCIS MILLERD, retiring president of the Fisheries Council of Canada; W. MAYHEW, Canada's Minister of Fisheries; GORDON O'BRIEN, general manager, F.C.C.; GEORGE A. ALE ANDER, deputy minister of fisheries, British Columbia; DR. NEAL CARTER, director, Fisheries Experimental S tion, Vancouver; GORDON SHAFER, Shafer-Haggart, Ltd., Vancouver; DON MILLERD and FRANK MILLE Francis Millerd & Co.; S. M. ROSENBERG, president, Canadian Fishing Co.

IN THE LINE ABOVE—left to right: CHARLES CLAY, chief engineer, Canadian fisheries department; LOYD ROYAL, director, International Pacific Salmon Fisheries Commission; MILO BELL, co-ordinator, Washington partment of fisheries; T. K. MILNE and GEORGE McKAY, Canadian Fishing Co.; RICHARD NELSON, Nelson Br Fisheries, and assistant chairman of the convention committee; J. W. NICHOLLS JR. and HUGH HUNTER, J. Nicholls Co., Vancouver.

2. Endorsed the tripartite fisheries agreement between Canada, the United States and Japan, now awaiting Canadian and American ratification.

3. Sought renewal of the Canadian government's effort to explore every possible avenue of action for broadening export markets for fishery products.

4. Urged federal and provincial governments to establish a greater degree of cooperation between fisheries and power agencies in the planning and construction of power installations in B. C.; and see that streams not essential to fish life be given priority for power purposes.

5. Requested the federal fisheries department to undertake a comprehensive program of research seeking solution of problems relating to the safe passage of fish past river obstructions.

6. Suggested that, prior to any future implementation of controls in case of war or other emergency, the government first consult the Fisheries Council if the industry is affected.

High calibre of the addresses and papers delivered contributed to making the convention memorable. Among the featured speakers were Hon. R. W. Mayhew, Canada's fisheries minister; H. R. MacMillan, chairman of the board, B.C. Packers and one of Canada's outstanding industrialists, and Vergil Reed, vice-president of J. Walter Thompson Co., New York.

Both Mr. Mayhew and Mr. Reed stressed the importance of reducing or eliminating trade barriers as a means of stimulating the marketing of fish and fish products.

Fisheries — An Unlimited Crop For Canadians

Mr. MacMillan forcefully expressed his ideas on what should be the industry's and the government's goal He is convinced that B.C. could grow a much bigger "crop" of fish. Apparently no particular fishery was up to its maximum, although such a point was soon expected for Pacific halibut.

"We may also expect to reach within a few years at least as great a crop of Fraser River salmon as in the past; that is, if power projects do not prevent access to priceless spawning grounds.

"The word 'priceless' is chosen deliberately. It may astonish some to learn that small areas of gravel on certain lakes and streams in the Fraser system are the most valuable crop-producing areas in the world. Less than 1,000 acres of submerged gravel on the various tributaries are the spawning bed — the maternity ward —of all Fraser River salmon. They require no human plowing, planting, cultivation, fertilization, or irrigation.

Streams — the Richest Farms

"The Chilko salmon crop in 1948 ranged in value from $1,600 to $90,000 per acre for the spawning beds used. The Adams River spawning bed in 1946 produced $65,000 value wholesale of salmon per acre of gravel used. This is a true value of one fishery resource. We have many others, wh expanse takes the place of conc trated value. All are worthy of best possible management. T streams entering Rivers Inlet prod $5,000,000 of salmon in an aver year, equalling in value the ann crop from about 200,000 acres of av age prairie farmland. . . . There every economic reason for treat these streams as farms, to be proved and managed for the great possible perpetual crop."

Mr. MacMillan made it clear t his comments were intended to h not criticize, belittle or weaken fisheries departments. He did w to help them get increased approp tions for invaluable work. Can yearly spends $4.30 per capita on a culture, $1.75 on mines, but only on fisheries.

"It is almost certain that Canad annual earnings would increase m and quicker from spending more fisheries and less on agriculture mines," said Mr. MacMillan.

A penetrating analysis of Canadi U.S. trade with special reference the fishing industry was presented Vergil D. Reed, vice-president o Walter Thompson Co., New York vertising agency which assisted formation of the Shrimp Associat of the Americas last year.

Mr. Reed could see only one seri threat to this growing and prosper relationship — the rising voice of strictionism, despite the fact that b nations were committed to a wo policy of eliminating trade barri

"If we sell, we must buy. Oth

if we want to export we must
t away. There are no other solu-
" said Mr. Reed.

ɔnsibility In Exploiting ms Is Stressed

trong plea for recognition of the
ng seriousness of industrial ex-
tion of the Northwest's rivers
ɔwer purposes at the expense of
ies was voiced by George J. Al-
der, deputy minister of fisheries
itish Columbia. "Unless greater
tion is given to this problem,"
rned, "the salmon industry may,
atively speaking, wake up one
ing and find that it no longer
."
has been said that the fishing
e are fighting a losing battle in
ace of the strongly entrenched
r and public utilities interests,"
Mr. Alexander. "To this I would
er that the fishing industry
t commenced to fight yet, and
s not for lack of ammunition."

rn Scientific Thinking Declines In Fisheries

panel of experts, comprising
Royal, director, International
c Salmon Fisheries Commis-
Milo C. Bell, engineer who di-
d the planning and construction
e Hell's Gate fishways; and
es H. Clay, chief engineer for
anadian fisheries department in
est, highlighted some of the bio-
l and engineering problems en-
ered in the administration of
Coast fisheries.
ɔpulations of salmon have tend-
decline throughout their Pacific
," reported Mr. Royal. "This de-
has been countered by increas-
ıe restrictions on the catch with
or no effect. This lack of repro-
ve response is a perfectly nor-
result, *for overfishing may not been the cause in the first place.*
the most intense fishery for sal-
operating near the spawning
ds, racial segregation often has
ignored, the character of the
ement in relation to the original
cter of the run has been dis-
d, the almost fixed timing of the
with its reproductive environ-
al cycle has been upset by the
cter of the restrictive regula-
A lowered rate of reproduction ɔawner has been the result."
e salmon fishery need not cause
ty, emphasized Mr. Royal, if the
r reproductive environment can
intained, and this calls for con-
d application of fisheries science.
Clay told how British Colum-
d faced the problems created by
river obstructions such as at Hell's Gate on the Fraser 40 years ago and on the Babine, a tributary of the Skeena, last summer.

Mr. Clay said the access road built during the winter would reach the Babine slide shortly, and that the general approach to the problem would be similar to that followed at Hell's Gate. Results should not be expected too quickly, but he hoped that a complete solution of this newest B. C. slide problem was not more than three years away.

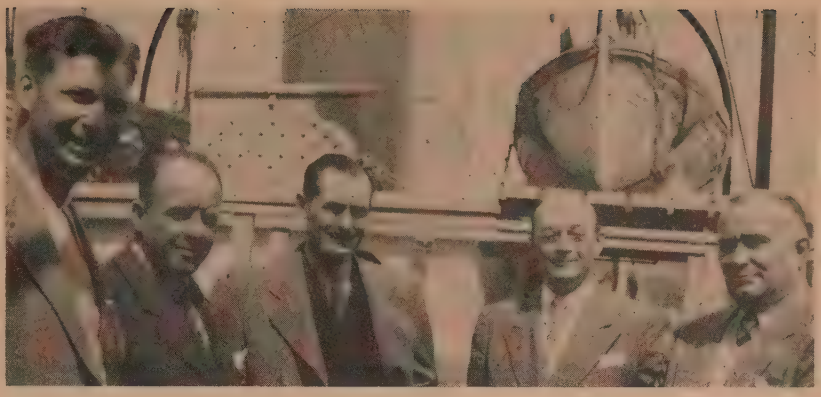
Mr. Bell said it was unfortunate that concurrent with the achievements of engineers in the construction of hydro plants, irrigation, storage and diversion dams and industrial mills, the same talent had not been applied to develop physical facilities needed to prevent destruction or crippling of the fisheries.

"We have lost great areas," said Mr. Bell, "but we are now establishing policies which will not only pay dividends in protection of our existing fisheries, but may make it possible to recapture certain of the productive areas lost to us in the past.

"The first of these policies is cooperation in community river planning and obtaining a working knowledge of the problems of all water users. By such means it will be possible to direct some of the proposed projects to non-fish-producing areas or to areas in which less valuable fisheries are affected."

Overseas Aspects — Shrinking Markets; Growing Production

Problems imposed by the growing world competition for the last great free resource — fisheries — were described by Stewart Bates, Ottawa, Canada's deputy minister of fisheries, one of that nation's representatives at the Japanese treaty negotiations.



B. C. Packers people, from near and far—Left to right: E. W. Harrison, Vancouver; B. Hume, Vancouver; R. O. Calder, Montreal; J. R. Hayes, Rupert Fish Co., New York; W. C. Smithers, Robbins, Inc., Chicago, a newly elected vice president of the N.F.I.

He told of Canada's shrinking overseas markets and her increasing dependence on sales outlets in North America—a trend noticeable even before the war.

Mr. Bates described some of the new developments in the industry leading to more efficient operation—bigger and improved fishing craft, better gear and scientific navigational and fish-detection apparatus.

The Great Opportunity — Per Capita Consumption

S. M. Rosenberg, president of Canadian Fishing Co., Vancouver, who dealt specifically with commercial utilization and marketing. In selling fish to the consumer, he said, the industry faced great imponderables — preference, prejudice, price.

"Price, while important, is not the only answer," said Mr. Rosenberg. "When a housewife pays 42c for a pound can of Pink salmon she gets a full pound of edible product; if she buys poultry at 40c a pound, she must buy between four and five pounds to place one full pound of edible poultry on the table. Similarly, there is a shrinkage in meat. The nutritive value of fish holds its own."

The Vancouver executive foresaw a "tough, long, expensive education of the consumer in prospect to increase the per capita consumption of fish. There was a wide open market; the industry should try to satisfy it."

Success of the whole convention program was largely due to the organizing talents of the convention committee, headed by R. E. Walker, with J. Macdonald, secretary of the Fisheries Association of B.C.; A. H. Sager, executive assistant to the association chairman; R. Nelson, Roger Hager, J. M. Buchanan, J. N. Hyland, D. Millerd, O. J. McDonald.

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THE COLORADO FUEL & IRON CORPORATION

Pacific Fisherman's NEWS

GALE STRIKES ON GIC ANNIVERSARY

fishing boats were towed to fety inside Grays Harbor by estport Coast Guard during a nor'west April blow.
motor lifeboat *Invincible,* after ng" the drifting boat *Friend-*lmost to the Columbia river, port with her in tow.
naller motor lifeboat from the ort station made a shorter tow fishing boat *Albacore.* Both en disabled by engine trouble. 48-foot *Friendship* is owned by Ducken of Astoria and skip-by K. Dahl, also of Astoria.
y fishermen at Westport looked he April 8 nor'wester with ap-sion, remembering the sudden isastrous northwest gale of 6, 1933, 19 years to the day , in which 19 men and 13 fish-ssels perished.

Shakers Hold d Hour Rate

nbers of the Grays Harbor Can-Vorkers Union working in crab sing plants voted in April to ue working at the current rate 1 an hour. A special meeting een called to consider an offer packers to replace the hourly ith a 9-cent-a-pound pay scale ab shakers, but the per-pound te was rejected by crab shak-aving the hourly rate in effect. nery workers contracts were p for negotiation, but the cur-ontract, it was announced, will n in effect, by mutual consent, a new contract can be com-

ley Buys "Janet"

ce Roe, well known Fort Bragg, fisherman, has sold his com-on boat *Janet* to William Brad-*anet* is 36 feet long and she's ed with a Chrysler Crown, with duction gears. She also has ick gurdies, and an Intervox d radio telephone.
Roe is taking a well earned on.

Noyo Harbor Bar Draws Engineers' Study

According to Louis Cavallini, manager of A. Paladini, Inc., Fort Bragg, Calif., the U. S. Army Engineers have surveyed the silt condition on the Noyo Harbor bar, and it is hoped that dredging operations will take place this summer.

The Noyo carried a huge amount of mud and debris down-stream during the heavy winter rains, and much of this was deposited on the bar. It is also anticipated that the Army Engineers will repair the breakwater, which was also damaged during the winter.

The Coast Guard is placing new markers and a new fog horn at the entrance to Noyo Harbor.

Fishing Father And Son Cheat Death

Two Eureka fishermen, father and son, narrowly escaped with their lives when the 31′ crab boat *Christine* was swamped by heavy seas near the mount of Mad River in late spring. Andrew B. Lindstrom, 55, and his son, Gaylon M. Lindstrom, 34, swam for 20 minutes through the boiling surf to shore, the younger man suffering facial injuries in the ordeal.

The two victims made their way to a farmhouse where they were given first aid treatment. Meanwhile the Coast Guard had been notified of the mishap and together with local fishermen succeeded in pulling the *Christine* onto the shore. Subsequent efforts to refloat the craft, however, proved futile and it was indicated she would be a loss except for salvaged parts.

Fishing Vessel Sunk

The Alaska freighter *Ring Splice* collided with the Canadian fishing vessel *Claudia* in British Columbia waters this spring and sank the smaller craft.

The three men aboard the *Claudia* were picked up safely. They were: Ralph Horton, owner; F. O. White and Chris Nelson.

Veteran "Sao Joao" Burns and Sinks In Costa Rica Port

Sao Joao, veteran wood clipper, fishing out of San Diego, was destroyed by fire while in the harbor at Puntareanas, Costa Rica. Capt. Clarence Fernandez and crew were rescued. The disaster occurred Easter Sunday.

The skipper and his chief engineer were held in jail 24 hours by Costa Rica authorities, presumably for blocking the Puntareanas channel after the clipper sank. Art De Fever, marine surveyor, was flown down to examine the wreck and later announced the vessel would probably be moved from the fairway. There was 14 feet of water over the clipper.

Janous Marks, fleet captain of Westgate-Sun harbor and managing owner of the *Sao Joao,* said the vessel was insured for $190,000, but her replacement value was $100,000 more than that. In addition to the clipper, loss was $30,000 for 100 tons of fish aboard and cost of bringing the crew home by plane.

Soa Joao, built by Campbell Machine Company, San Diego, in 1929, was 122 ft. long. She went to war in 1944; was returned in '46 and reconverted at Lynch.

Sounder for "Sarah"

Arthur Theberg of Petersburg, Alaska, has equipped his troller *Sarah E.* with an echo sounder which is distinctive in that it has a repeater in the trolling cockpit. This is believed to be the first installation of exactly this sort in the United States.

"San Martin" Refrigeration Has Diesel Auxiliary

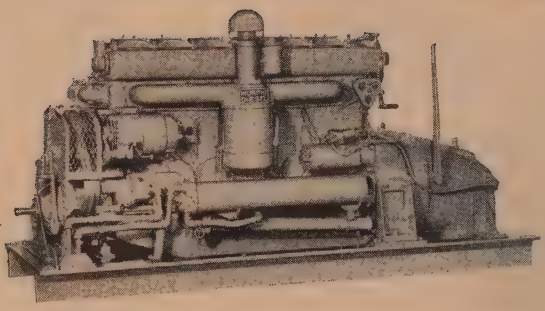
Nash Martin's new troller *San Martin,* out of the Alf Hanson yard, Seattle, has a 16-hp Lister Diesel for an auxiliary. The Marine Equipment Company supplied the engine which will power the refrigeration plant aboard the new boat as well as the pumps, compressors and generators.

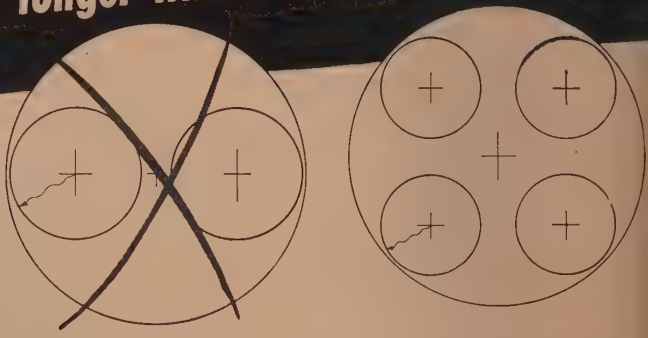
Here's why

MURPHY DIESELS

put more power into your job

with longer life and less maintenance





THE power a diesel engine develops is dependent to a great degree on the breathing capacity of the valves. Breathing capacity of the valves in turn is determined by the circumference of the valves and their lift. Thus, when we compare Murphy Diesel's 4 valve design with the conventional 2 valve design of equal total valve area, simple arithmetic shows that total circumference of the 4 valve arrangement is 41.4% greater. With equal lift, the breathing capacity is also 41.4% greater.

At the same time, Murphy design provides 41.4% more metal-to-metal contact between the circumference of the valve and the seat for dissipation of valve heat. This, coupled with the smaller valve radius in 4 valve design (which means the heat has a shorter distance to travel to escape), explains why Murphy valves run cooler and rarely, if ever, have to be ground.

Four valves per cylinder is just one of the many reasons for Murphy's high standards of performance and economy. Others are given in the booklet "10 Questions to Ask a Diesel Engine Salesman". Get a copy from your Murphy Diesel Dealer or write direct.

"W No. 7" a salmon seiner owned by B.C. Packers, Limited, Vancouver, B.C. She is powered by a 150 H.P. Murphy Diesel.

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Heavy duty power

for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 140 K. W.

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Pacific Fisherman's NEWS

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Brajcich Heads Vessel Owners

rge J. Brajcich, owner of the *Freeland,* is the new president Fishing Vessel Owners Associa- British Columbia, having been d at the annual meeting in Van- r recently.

man Gunderson, owner of *rn Crusader,* is vice-president, Hal Christensen was re-elected ary.

directors, with the names of vessels, are: Matt Neilsen, *B.C.* George A. Brajcich, *Jessie Is- XI;* Morgan Berg, *North Pacific;* Helmer, *R. W.;* Nels Nelson, *at;* Sam Peterson, *Cape Nor-*

Rex" Founders

Rex, well known San Fran- purse seiner owned by Vince ro and partners, filled and sank and a half hours off the South- alifornia coast last month.

pumps were unable to hold the , and the craft was a total loss. rew got off in the power skiff. er was Johnny Guerra, San , who had been fishing sardines Mexican cannery at Ensenada. et was salvaged by the boat *Boy,* which took it into New- Beach.

Tax Knockout Has Headaches For Territory

When Supreme Court ruled Territory of Alaska may not charge nonresidents $50 for licenses while residents pay $5, Territory had headaches. One was—financing act for care of sick and disabled fishermen, which derives funds from license fees. Other was—in argument whether nonresidents not protesting payment will get refunds. Territorial Attorney General J. Gerald Williams interprets law to mean "no."

District court evidently must decide. Suit has been filed in Juneau against Territorial tax commissioner for recovery of $45 each for 696 employees of Pacific American Fisheries. Some protested; some did not; PAF complaint makes no distinction. Date of trial not yet set.

As for sick and disabled fishermen, Board Chairman Henry Benson says program will continue with funds on hand and next legislature (January, 1953) may make new provisions.

Herring Spawn Scarce At Sitka—

Year 1952 is one of the poorest in the memory of old timers for herring spawning in the Sitka spawning area. Fish and Wildlife fisheries supervisor Dick Shuman says unless survival rate is extremely high, this year will contribute next to nothing to future runs. Normal life span of herring means effect will be noticed most in 1955 and 1956.

Herring, used for both food and bait, have diminished steadily over last decade. Some of reasons unknown.

Glacier Bay Shrimp—

Commercial shrimp operation in Glacier Bay apparently awaits only operating investment. FWS exploratory vessel, *John N. Cobb,* in April found good trawl bottom and plenty of both pinks and sidestripes. Best haul was 180 pounds large females in hour-hour test drag. Comparable to 1200 pounds in one hour with full-sized gear. Many other hauls nearly as good.

At its annual meeting the Alaska Fisheries Board this spring (week of March 24) issued official statement approving of American-Canadian-Japanese fisheries agreement.

Previously the board had protested fact that no Alaskan was among treaty negotiators.

In attempt to assure representation on International Fisheries Commission to be set up to administer agreement, Gov. Ernest Gruening during a trip to Washington in March requested Department of State to appoint Alaskan to American commission. Governor says request had won endorsement of Secretary of Interior Chapman.

Elwyn Pym at Northern Commercial Co., *Lin Geiger* at the harbor, and *Jack Warner* at Juneau Marine were kept busy for a spell getting their work done and simultaneously accommodating the PFN correspondent.

Incidentally, Warner and Geiger, old friends, made a bit of news on the side. Warner, planing through harbor at about 30 mph in an outboard boat of which he is the proud designer, was arrested by Geiger and paid $1 city fine.

"That's why I like Lin," Jack told the press. "He plays no favorites."

Herring, forerunners of salmon and salmon fishing, arrived at Auke Bay and Tee Harbor slightly earlier than usual. Were reported April 18.

Douglas Ainsworth, 81, fisherman who came to Alaska in 1914, died suddenly April 5.

He was born at Algonac, Mich., June 2, 1870. In Alaska he had lived at Ketchikan, Sitka, Hoonah, Funter Bay and Juneau. He had no known living relatives.

Wally Westfall's 65-foot camp tender *Nan B* got a new mill and general repairs.

Other craft which had been on the ways or at repair shop moorings for pre-season improvements were Joe White's 58-foot *Mermaid,* seiner; Peter Bond's 50-foot *Apex I,* packer; Jack Crowley's *Lassie,* Clyde Hill's *Sisu* and Oscar Oberg's *Hyperian,* halibuters; and these trollers: William Helin's *Pinta,* S. Seppenan's *Atka* (bottom snooper installed), Woody Reynolds' *Sandy & Andy,* Matt Haro's *Stampede,* Eli Johnson's *Neld* and Henry Anderson's *Edith.*

"Lady Ann" Lost Off Central America

Lady Ann, 87-foot wood tuna clipper, formerly *Americano,* sank off the coast of Nicaragua April 11. Skipper Robert J. King and crew were saved. The clipper had been purchased from Donald Morgan in 1950 by Ralph Madruga, Eddie Silva, Dutch Babcock and Eugene Dahout in 1950. She was built at Tacoma in 1944.

3 REASONS WHY YOU SHOULD CHANGE TO T5X MOTOR OIL

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*Union Oil marine products are also available in most principal West Coast ports throughout Central and South America and in the Far

76 UNION OIL COMPANY OF CALIFORN

wport Draggers Astoria Price Bottom Fish

port drag boats tied up in April ng a price dispute with the The fishermen felt the differ- under the Astoria prices was eat. Bottom fish, when the were first able to get outside, ot too plentiful and a load of 10,000 pounds seemed to be The fish are more plentiful now, wport, and 40,000 pound loads t too unusual.

owing a meeting of the drag- was agreed that being unable what they considered a fair dif- al under the Astoria price that drags would take loads to As- t being said that some Seattle were fishing off Newport, and in Astoria. Arrangements for ting the fish there were being

itional trouble may also be in ing, for there are rumors that d of the plant workers is for a n hour wage increase. Some rs say there has not been a ncrease for four or five years, has put them behind the eight

---

Goble's rebuilt *Kingfisher* has enamed *Little Girl. . . . Conrad* while long-lining off Seal Rock is *Kiwanda,* broke his quadrant , which was brand new and but ly installed. Having an old aboard, he rigged it up and it in to the troller floats, with ast guard standing by as he over the bar. He had 7200 s of ling cod and 900 pounds of apper aboard.

Newport dock commission have d local fishermen that their proposition concerning driving piling, cost free to the city, to provide individual stalls for a portion of the troller fleet, could not be granted unless permission for the installation was secured from upland owners of the water front property whose riparian rights would be interferred with if the piling would deny them access to deep water.

Bodega Bay— Crab Fishermen Cut Poor Season Short

In Bodega Bay most of the crab fishermen had given up by the first of May and brought in their pots after a very poor season, due largely to the severe weather and frequent gales.

Most of the boats then rigged for salmon, expecting a good trolling year. Bodega Bay now boasts a fleet of salmon trollers numbering about 75 craft.

There are also about 12 draggers working out of Bodega Bay.

Bill Kriss has completed stepping a new mast and rigging on his troller *Billie Kaye,* after stripping her last Albacore season in a good blow off Fort Bragg.

The *Nile III* went to Sausalito, getting a new flying bridge, which Johnny Matuchi, skipper, says is "just the thing."

The Harold Ames—senior and junior—have just installed a new depth recorder in their crab and salmon boat *Glenise Mae.*

Paul Wedel, owner and skipper of Bodega Bay's one and only shrimp boat—the *Eva U.*—is stowing his net until later in the season, as he says it is too early yet; and the salmon fever is running hot.

Chet Howard of Bodega Bay recently bought the troller *Pete,* has renamed her the *Nor'wester,* and is getting her ready to fish.

Bert Bean, the chubby prop. of Bodega's Machine & Welding Shop, did a rushing business the last week in April in nuts, bolts, gadgets and gimicks.

Clippers Finding Sounders Pay Off In "Making Bait"

More and more crews of Southern California tuna clippers are turning to use of sonic depth finders to speed up live bait operations and save a lot of time in the "bait corrals." Recent installations of Bendix depth recorders in tuna tenders, supplied by Shepherd Marine, from its San Diego branch included:

Jimmy Boy, Don Gallagher, a DR-7, 100 fathoms; *Mariner,* F. "Pete" Szalinski, a DR-9, 200 ft.; the same models in Johnny Tasso's *White Star* and Kenny Adams' *Miss America.*

Barney Effie recently had a new Radiomarine phone, Model ET-8027, put into his fishing boat, *Dorish.* The instrument was supplied by Shepherd Marine at San Diego.

The 65-ft. tuna vessel, *Verna Marie,* San Diego, caught fire and burned April 27 near Socorro Island, 1,000 miles south of her home port. All seven crew members, including Capt. Clare Deertz, were rescued by the seiner, *Liberator.* A U. S. G. air-sea rescue plane picked up the men and returned them to San Diego.

Steve Zolezzi, owner-skipper of the San Diego tuna clipper, *Marie Louise,* has re-powered his power dory with a Universal Utility Four, 25-hp. 4 cyl. engine. Shepherd Marine put the engine in.

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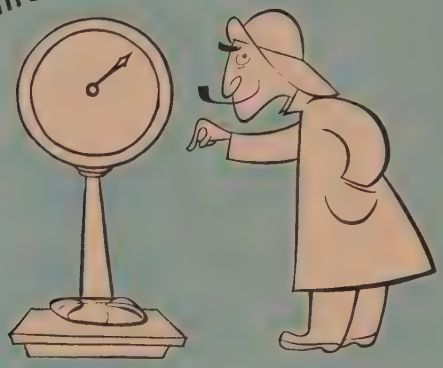

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This was the scene at the Westhaven fish fleet basin, Westport, Wash., in April when some 300 salmon trollers, protesting falling prices, tied up their boats at the base for an "indefinite" time. The forest of masts was duplicated in lesser degree at Aberdeen and Hoquiam fish bases, also on Grays Harbor, as these two ports took in the overflow.

Fleet Protests s by Tie-Up

than 300 fishing boats, called adio, crowded into the West- fishing fleet base and over- into Hoquiam and Aberdeen es in mid-April as salmon trol- d up for an indefinite period in against steadily dropping offered by buyers.

protest action was voted at a eeting of fishermen in West- Fishermen emphasized, how- hat the tie-up wasn't a strike, rely an "indefinite layoff be- f prices."

rmen received 29¢ a pound r fish, 10¢ a pound under the ng price at the same time last d a big slump from the 56¢ a offered when the season March 15.

igh price for the year was 58¢ d, shortly after the season Prices began a drop late in nd early in April and steadily the 29¢ figure.

John A. Olsson, Seattle, acted as chairman of the protest meeting.

Boats tied up at Grays Harbor included the regular Westport fleet as well as craft from Seattle, Everett, Ilwaco and other ports and fishermen expressed hope that Columbia river trollers would also follow suit.

The price dropped to 27½ cents on April 18 but virtually no fish were delivered. Buyers claim the drop in prices was the result of frozen stock carried over from last year, consumer resistance, a soft market and heavy catches. Fishermen argue that one month's fishing shouldn't glut the nation's market.

Lovvold Buys "May"

Einar Lovvold, Astoria salmon fisherman, this spring purchased the 40' Seattle troller *May* and took it to Astoria for outfitting at the C.R.P.A. yard.

Lovvold formerly owned the *Thorvald* with his brother, Rudy Lovvold, but sold his share about a year ago.

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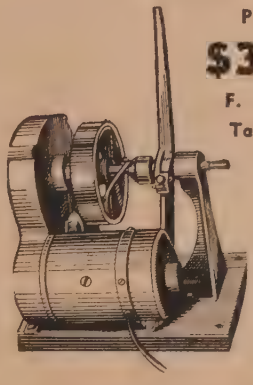

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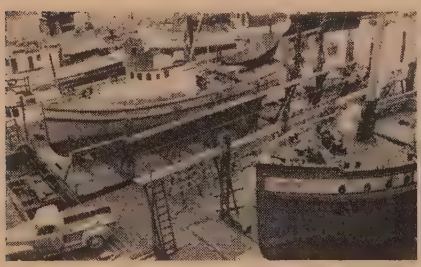
The great Pacific Northwest fishing fleet is one of Seattle's most important industries. Hundreds of Puget Sound businessmen own their boats and follow the sea to provide fish for the dinner tables of America. They contribute millions of dollars annually to Seattle's economy.

It is fitting that this great Seattle industry should be provided with the finest "home port" in America. The Port of Seattle, after two years of work and an expenditure of $1,000,000, now officially opens Fishermen's Terminal at Salmon Bay. Completely modernized and expanded, Fishermen's Terminal provides moorage, drydocking, repair, maintenance and supply facilities for nearly 1,000 fishing vessels.

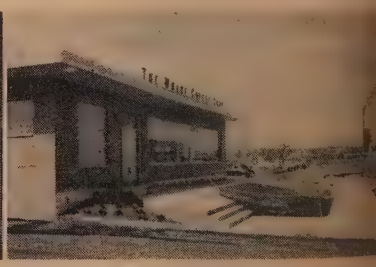
Your inspection of Fishermen's Terminal—a tribute to the fishermen of the Pacific Northwest—is invited. It's part of a comprehensive plan to develop Seattle's waterfront.

Under the Fishermen's Terminal modernization plan, two new 60′ by 200′ net sheds were constructed by the Port of Seattle. Also built were two new 625′ "sawtooth" mooring piers.



Fishermen's Terminal has 300-ton and 100-ton drydocking facilities, marine ways, machine shops, engine repair facilities and all other services necessary to keep boats running in top condition.

The Wharf Restaurant and its adjacent Valhalla Room offer diners a colorful and ever-changing view of the fishing fleet at its moorage. Huge plate glass windows bring the piers and the fishing vessels right to the table.



The Wharf Coffee Shop and the Moby Dick Tap Room are located in the new $275,000 Fishermen's Terminal Administration Building

E. H. Savage—*President*
RADM Gordon Rowe—*Secretary*
C. H. Carlander—*Secretary*
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George T. Treadwell—*General Manager and Chief Engineer*

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Salmon Taken Protest Tie-up

arge part of the Washington
trolling fleet put to sea from
ort the morning of April 21
a four-day lay-up in protest
t low salmon prices, but the
al of trolling wasn't too pro-
e. Few fish were caught and
omewhat rough seas adding to
scomfort, trollers began turn-
ck to port by mid-morning. By
one-third of the fleet already
ack in the Westhaven anchor-

es for King salmon rose slight-
ng the "no fishing" tie-up with
yers paying 32¼¢ a pound the
ng of the 21st. This was more
¢ higher than the price of 29¢
led to the tie-up.
he peak of the tie-up, more
300 boats jammed the West-
anchorage at Westport and the
w was docked at Hoquiam
berdeen.

Wrecks Two s, Burns Owners

men, Fred Yaeger, 61, and
agen of Astoria, were injured
ly at Westport when an ex-
on Yaeger's 30-foot troller
virtually destroyed that boat
amaged Sagen's *Sea Pride*,
d alongside, in the Westhaven
fleet base.
blast, which shook houses
a mile away, occurred when
r lit a stove aboard the vessel
umes were ignited. It blew
r out of the cabin into the stern
Co-ed and threw debris onto
and his boat, slightly injuring

men were taken by the coast
to Aberdeen, where they were
d for burns.
Co-ed began to sink immedi-
after the explosion and was
ed by the coast guard, which
ed her as a total loss. Both
ecovered from their injuries in
t time.

rman Wins Fish

ren F. Borden, Pacific Beach
ercial fisherman, figured in one
's little ironies recently.
e 175 Shriners from various
n Washington communities, in-
g Tacoma, Centralia, Olympia
Villapa Harbor, attended the
Harbor Shrine club's annual
feed" in Hoquiam Saturday
March 22.
den won the grand prize. It
250-pound tuna.

Seattle's Plushy Terminal For Fishermen Dedicated

Formal dedication of the Port of Seattle Fishermen's Terminal at Salmon Bay May 17 marked completion of a $1-million expansion and modernization program which has made the facility the finest commercial fishing terminal in America, pictured on the cover of this issue.

Completion of the two-year project gives Fishermen's Terminal peak moorage capacity of nearly 1,000 fishing vessels and complete drydocking, painting, repair and maintenance facilities. Ringing the terminal are commercial marine business firms supplying all forms of ships stores, engines, fuel, fishing gear and other marine supplies and services.

Focal point of the new terminal is the $275,000 office and restaurant building which faces the fishing fleet at its moorage. Diners in the colorful Wharf Restaurant and Wharf Coffee Shop have one of the most spectacular maritime views in the Pacific Northwest spread out before them, as the entire front of the dining areas is of plate glass and directly faces the moorages.

Operator of the unique maritime Wharf Restaurant is John Barrows, long-time Seattle restaurant operator. In addition to the coffee shop and dining room, the terminal building houses the Moby Dick Taproom and the Valhalla Room.

The story of the Port of Seattle Fishermen's Terminal at Salmon Bay covers almost 40 colorful years in Seattle's maritime history. It was in 1912 that the first important development on what is now the Lake Washington Ship Canal took place with acquisition by the Port of Seattle of property at Salmon Bay. Then as now, Fishermen's Terminal's worth lay not in its ability to show a yearly profit but rather in its role as headquarters for an industry contributing millions of dollars yearly to Seattle's economy.

The present major development of Fishermen's Terminal began in 1939 with the construction of one new net shed and the installation of sawtooth mooring piers. In the elections of 1948, voters approved a bond issue of $1,750,000, of which $1,000,000 was earmarked directly for the program now completed at Salmon Bay.

In planning the expansion of the facility, the Port of Seattle engineering staff considered two "musts." One, the needs of the Pacific Northwest fishing fleet, and two, the need for a prime tourist attraction in Seattle. The first was considered the more important.

A staggering amount of construction work was necessary to carry out the modernization program. The first job included construction of 150 lineal feet of concrete bulkhead, 1,650 lineal feet of sheet pile bulkhead, 270 lineal feet of concrete drain line, 38,000 cubic yards of dredging, 154,000 cubic yards of fill, and 8,500 cubic yards of grading.

Two new 60′ x 200′ net sheds were also constructed and two 625-foot sawtooth piers "K" and "L" were built. The south end of pier "H" was extended to provide a 36′ x 100′ loading dock. Final step was the erection of the new office and restaurant building.

The future development of Fishermen's Terminal at Salmon Bay will see it become the hub of Seattle's great fishing industry. In area, it is many times larger than any other similar fishing terminal in America. The number and size of boats docking at Fishermen's Terminal surpass that of any similar terminal in the country. Not only does Fishermen's Terminal at Salmon Bay offer the fishermen the finest moorage available on the Pacific Coast, but the story and color of Seattle's fishing fleet and its home port will travel throughout the country as tourists discover its attraction and carry the word home.

Edward Fitzgerald is superintendent of Fishermen's Terminal. In addition to the Port of Seattle dock offices, initial tenants of the new office building will include the Wharf Restaurant, Seattle Boat Exchange, Flagler's Boat Sales, Fisheries Supply Co., Consolidated Enterprises, Wakefield Fisheries, and Storfold and Grondahl Packing Co.

Present tenants elsewhere on the terminal grounds include Atlas Engine Co., Acme Boiler and Paint Co., Henry Akervick Co., General Petroleum Co., Union Oil Co., Rogers Battery Shop, Fishing Vessel Owners Marine Ways, Harris Electric Co., Kadiak Fisheries, Nordby Supply Co., Fairbanks - Morse, Seattle Ship Supply Co., John Arflot Marine Way, National Supply Construction Co., and Vic Morrison Co.

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n Diego—
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any Tuna Men

nny Tasso, skipper of Van s *White Star,* spent 151 days g for tuna last trip; and when ran, experienced tunamen like n't find biting schools fishing e poor . . . Paul Lynn's *Jeanne* and the *Sun Pacific* saved ef- f crew members of *Sao Joao* in areanas Harbor . . . Paul Olson, ok on the *Southern Queen,* d head-first to bottom of 12-ft. triking his head on ammonia causing bad head cuts. John le is skipper . . . Carlos Ponce, member of ill-fated *Soa Joao,* aboard another clipper, accidentally fell on deck and cut right hand on edge of coffee can, requiring 17 stitches. So, in addition to all expenses incident to burning of the *Soa Joao,* managing owner Janous Marks had to fork over another $705 for hospital and transportation . . . Alfred C. Aitken, owner of the clipper *Olympic,* died at San Diego May 1 . . . *Ronnie S* threw bearings off Mazatlan, was towed into port by *Amigo,* tug kept there by Pacific Towboat & Salvage, Long Beach, and then towed to Campbell's at San Diego by the *Retriever,* which was sent south . . . Kris Westergard, San Diego service engineer for Union Diesel, wasn't at the *Constitution* launching. He was aboard the *Espirito Santo* and came home on Joe Marques' *Normandie.* Spencer Liftchild was sent to represent Union Diesel at the launching from Oakland by Sid Newell . . . *Palomar* is the name of the former *Sharon Gale,* now owned by a group of Japanese-Americans . . . Sal Alioto has purchased Mario Ghio's share in the *Helen Ann* and is now her skipper. He recently sold his interest in Tony Bozanich's *Santa Rosa,* then made a trip on the Bregante's *Sunset.* Now the latter's skipper is Ralph McCabe, who sold his interest in the *Sun Traveler* recently. And to complete this turn of events, Joe Pombo recently bought the *Sun Traveler* and his skipper is Anibel Freitas. Incidently Pombo took out the rebuilt *City of San Diego,* badly burned last year and recommissioned by CM Co.

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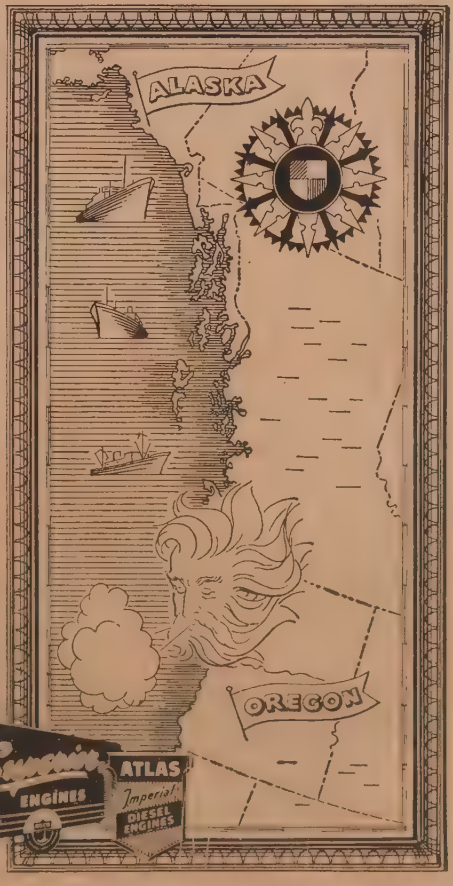

ENGINE DIVISION
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Eureka Crabbers' Gear Loss Heavy

Humboldt Bay crab fishermen suffered a serious disaster late in April when rough seas smashed through the inshore crabbing grounds and played havoc with pots and nets. Estimates of the damage ran as high as 10,000 pieces of gear, with individual fishermen calculating their loss on an average of around $30 per pot.

More than 100 boats had been operating out of Eureka and had been working close in toward shore, where catches have been heaviest during recent weeks. The storm roared in after pots and gear had been placed, with the fleet in port except for a few craft. The next day, the beach was littered with thousands of battered pots, with fishermen combing through the debris in efforts to identify their own gear and salvage any usable items.

Fishing craft escaped damage in the storm, but high waves in Humboldt Bay again battered the small boat mooring basin, with some minor damage reported. City Warfinger Irving Daniels hastily organized a crew which worked day and night to make repairs.

The fishing boat *Betty Ann,* owned by P. A. Baumgardner of Crescent City, recently registered in at Eureka to make Humboldt Bay her home port in the future.

The dragboat *Anna W.*, out of Fort Bragg, shipped a new propeller and received a new coat of paint recently at the Humboldt Marine Ways at Fields Landing. The vessel is operated by W. Nailey.

Ed Abrahamsen, Eureka, recently had his *Edla A.* up on the ways of the Gillette Marine Ways at Fairhaven, on Humboldt Bay, for a paint job and general overhaul.

The *Anna W.*, Eureka dragger owned by William Tveeter, got a new sleeve for her tail shaft, a re-babbitting job and a fresh coat of paint recently at the Humboldt Marine Ways at Fields Landing.

Formerly of San Francisco, the boat *John O.K.* recently was registered in at Eureka to make Humboldt Bay her home port. Anthony Rogers is the owner.

The fishing boat *Silver Spray,* was towed into Humboldt Bay reecntly from Coos Bay, Oregon. She was pu up on the Gillette Marine Ways a Fairhaven for overhaul and repair

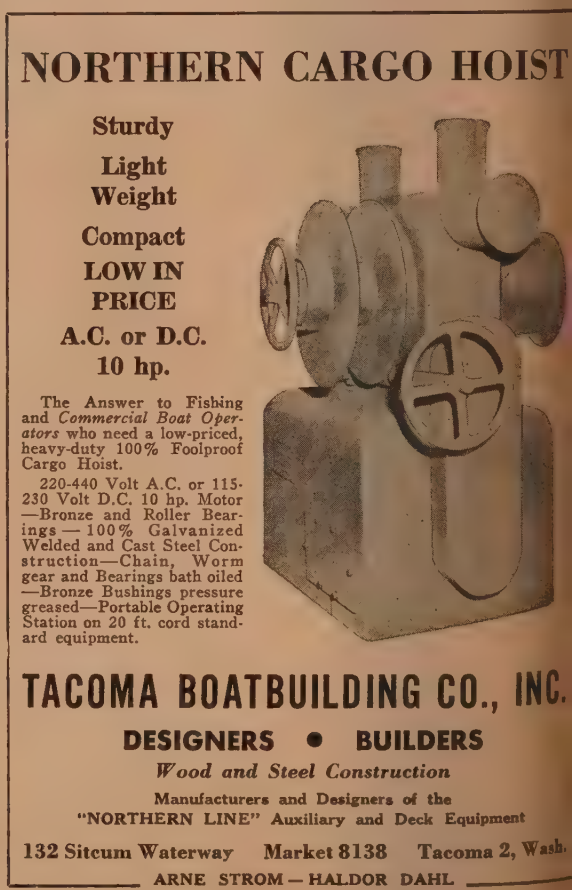
---

Dick Young, Eureka, widely know dragboat operator and skipper, re cently had the dragger *Rainbow* o the ways at Fields Landing for exte sive spring overhaul, including insta lation of a new propeller, painting an minor repairs.

John Dumich, an old-time Colum bia River gillnet fisherman, wh fished for many years for the Pilla Rock cannery of the New Englan Fish Co., passed away in April afte being ill for some time.

Among Oregon craft joining th northern California fleet for th spring fishing season was the *Sta* out of Astoria, owned by Mrs. Eliza beth Colson. Mrs. Colson's husban was lost at sea off the Humbold coast in 1947, and since that time sh has carried on the family maritim tradition.

Two Eureka trawlers, *Quest,* Albi Anderson, and *Andrew Jackson,* Noe Franklin, have been equipped wit Submarine Signal Co. recordin Fathometers.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The Answer to Fishing and *Commercial Boat Operators* who need a low-priced, heavy-duty 100% Foolproof Cargo Hoist.
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ETS made from NYLOCK® NYLON TWINE

s why FISHERMEN PREFER Nets from NYLOCK NYLON TWINE:

1. Catch more fish—from 3 to 12 times more.
2. Remain light, tough and sharp in the water.
3. Need no drying—one net does the work of three.
4. Need no preservatives—can be fished continuously.
5. Stronger, longer-wearing—stand up to abrasion.
6. Unaffected by mildew, oil or gasoline.
7. Lighter, easier to handle.

"My records show that since I started using Nylock Nylon Nets, my catches have been bigger than ever before."

—Joseph Ziobron, East Haddam, Conn.

"We have given these nets every known test and they have passed them all."

—R. B. Davis, Davis Seafoods, Cedar Key, Florida

"In only a few months, our nets made from Nylock have more than paid for themselves. Furthermore, since these nets do not have to be hauled out for drying, our labor costs have gone down and our investment in extra nets have likewise dropped."

—E. M. Siddall, Earleejune Fish Co.,
Dunville, Ontario, Canada

"Mud and slime are a net's worst enemies. That's why we have to lime and treat flax and cotton continuously to prevent rot. There is quite a saving in nets made from Nylock as no preservatives are needed to keep them from rotting."

—Report from a southern fisherman

"With Nylock, you just drop it in the box and run it out again the next day," **says a Hudson River (N.Y.) shad fisherman.**

• • •

NYLOCK NYLON TWINE is specially treated (U. S. Patent No. 2590586) to prevent knot slippage, to prevent fraying, to keep dirt and marine matter from clinging to the net.

NYLOCK NETS ARE MADE BY THE FOLLOWING MANUFACTURERS:

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SH NET CO., 357 W. Ohio St., Chicago, Ill.

ET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.

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FREE A new booklet that tells all about nets made from Nylock Nylon Twine. Send in the coupon for your copy of "The Most Revolutionary Development in the Fishing Industry in 2000 years".

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500 Fifth Avenue, New York 36, N. Y.

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Newport—
C.R.P.A. Buyer Returns to Tokyo

Johnny Gizdavich, former manager of the Newport plant of the C.R.P.A., who was sent to Japan last year to buy for that concern, again left Newport, within the past few days, accompanied by his wife, enroute to Tokyo via air. Their daughter is expected to join them upon completion of her present term in college.

Carl Rodli, son of *Conrad Rodli,* of the *Kiwanda,* has been appointed manager of the C.R.P.A. installation in Florence. . . . *Bill Stanfield* has leased the troller *Fairwind,* and upon completion of a gurdy installation will take her to Alaska, where he will fish her this season. . . . The Coast Guard gave an assist to the *Wilma I,* following some engine trouble, and towed her into Newport from about a mile off Beaver Creek.

Two other boats, tiring of riding the floats, with no knowledge as to whether or not there were any salmon off Newport, *Walt Kuck* of the *Arlene K* and *Ray Bailey* of the *Ermie,* took the bull by the horns one of the recent days the bar was behaving, and put to sea to find out. They stood 12 miles out and when in the vicinity of the north end of the "rockpile" (Stonewall Bank) they compared notes and learned that each had caught one fish of the same size, 18 pounds. Neither fish reached the market. These are the only salmon brought in that were caught off Newport so far this season.

Juneau—
New Boats, Bride And Babe Reported

Congestion in the Small Boat Harbor has thinned out, as it has at Northern Commercial company's parking lot. From NC, among craft either sent down the ways, launched with crane and sling, or dragged in their cradles by Caterpillar to the beach where the tide would lift them, were:

The 65′ freighter *Stanwood,* owned by Kayler-Dahl Fish Co. of Petersburg; the seiner *June K,* Joe Bennett of Angoon; troller *Mary Rose,* Ra Whitcraft, back from Poulsbo, Wa gillnetters *31E276,* Clancy Henki *30L1431,* Frank Lee; *31D446,* F Nelson; and *31G49,* Dota Brown.

Also at NC, Chris Hansen had u the winter to add four feet to stern of his gillnetter *31H61.* Murphy's *Janice* had taken on a de sounder, while W. F. Snyder's was sporting a new Packard mar engine.

Don Moe sold the troller *Dor* while back and went to the Sta Recently he showed up in Jun again with a larger troller nam *Partners*—and a bride. He said had acquired the *Partners* before partner, and that it already had appropriate name.

And then there is Jack Lund, o er of the troller *Adios,* who alre had a Mrs., but came back fro winter in the States sporting a n baby boy.

Mr. and Mrs. Horace of the *Nug* also were back from a winter o side.

Charles Green, veteran fisherm died of a heart attack recently Point Baker where he lived. T body of the 69-year-old man w brought to Ketchikan for burial.

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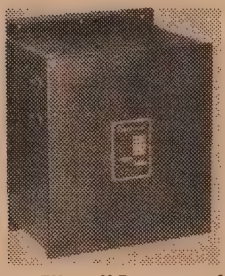

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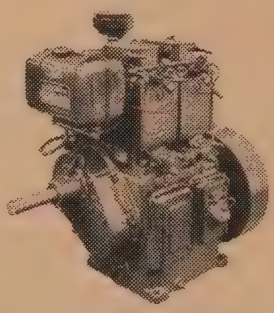

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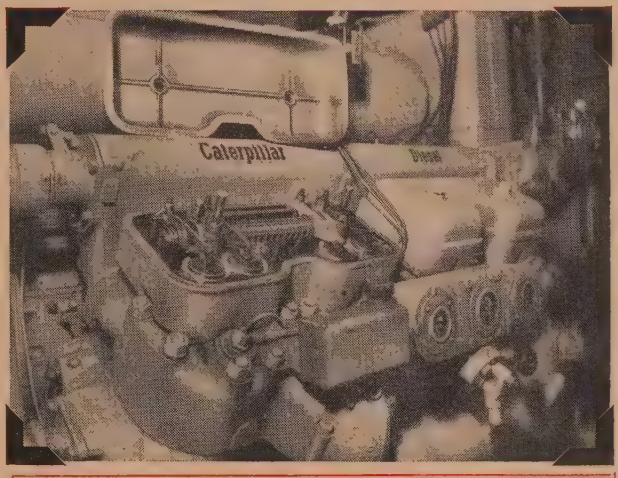
STANDARD ENGINEER'S REPORT

DATA	
LUBRICANT	RPM Delo Oils
UNIT	Caterpillar D-375 diesel
SERVICE	Coastal fishing—bottom fish
CONDITIONS	Constant load
FIRM	A. Paladini, Inc. Fields Landing, Calif.

eavy-duty engine clean after 4146 hours' work!

4146 HOURS of steady work in the 270 H.P. super-
d diesel propulsion engine of the Catherine
ni below, note how clean and free from deposits
ELO Supercharged—2 Lubricating Oil has kept
Crankcase drains and filter changes at 1500-
intervals have shown no sludge, according to
jork, Skipper. He says, "The engine ran per-
during the more than 4000 hours of tough work
nything, it runs better now than at first."



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RINE PALADINI
19.6 beam. She
from Oregon to
ancisco, bucks
seas and tides
ips that last
three days to
week. Seas were
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the past win-
giving her new
an extra tough
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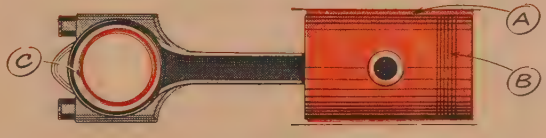
How RPM DELO Oils keep engines clean and prevent wear



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STANDARD OIL COMPANY OF CALIFORNIA

Mackerel Air Scouting Pays Purse Seiners

Air scouting for mackerel schools out of Port Hueneme and Santa Barbara has been proving successful and resulted in better fishing in the area from Port Hueneme to Pt. Conception. A number of purse seine owners banded together and contracted for airplane spotting services.

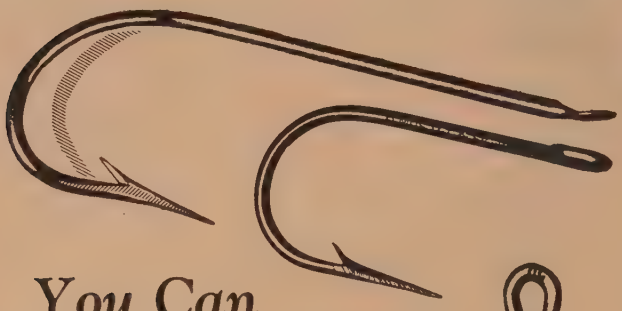
The planes locate schools of mackerel; then by two-way radio tell the contract seiners where to set, when the fish are not visible from the vessel crow's nests. Planes work on the basis of a percentage of the catch.

Last month seiners participating in the service, among others were: *Clermount,* John Evich; *Vittoria,* John Zankich; *Progress,* Frank Foretich; *Victory,* Tony Novak, and *Coral Sea,* Tony Barcott.

Nick Trutanich took a trip out from his big *California* for a well earned vacation. *Pete Lipanovich* took over as temporary skipper. Seiner fishes for French Sardine. . . . *Marsha Ann,* one of the seiners badly burned last winter, has made two tuna trips already this season. *Paul Petrasich,* formerly on the *Corsair,* is now captain. Her last trip was for 150 tons. . . . Both *Anton* and *Dominic Misetich* were aboard the *Anthony M* during her last trip when she went 'way down south and came home with 260 tons, all Yellowfin. The brothers took their netter below the Equator. The trip was made in around 45 days. . . . A Model D-375, 8 cyl. V-type "Caterpillar" propulsion diesel has been installed in the seiner, *Patriotic,* owned by *John* and *Kat Ryono.* The power plant develops 270-hp. at 1,000 to 1,200 rpm., swings a 54" by 46" wheel through 3:1 Snow-Nabsted gears with hydraulic reverse. The "Caterpillar" was sold and put in by Shepherd Marine, Southern California distributors from its San Pedro branch. . . . *John Stanovich* has put in new General Motors auxiliary diesel in his *Golden West,* driving a generator. Crofton Diesel engine at San Pedro supplied the plant. . . . *Ted Lucich's Defiance,* no longer in the purse seine ranks, but a live bait tuna boat, put into Harbor Boat & Yacht at San Diego, after conversion at Tacoma Boat Building, for inspecti and painting. Then she sailed sou . . . *Redeemer,* skippered by *T. Suzu* and fishing for Pan-Pacific, burn out her bearings in early April; w towed into Mazatlan by Pacific To boat & Salvage's tugboat, *Ami* which is stationed at the Sinoloa p in association with Tomas Rueda. *Tom Mason's Sea King,* formerly t *New Esperia,* had completed one tu trip in April. Before departing that trip *Skipper Mason* put in a n set of Willard batteries. . . . *Geor Fukuzaki* of the *Stella Maria* becam ill while 1,000 miles south of S Pedro. The U. S. Health officials dioed medical instructions. Sa way with *Fred Paseri,* of the *Co Di Savoia II,* who suffered an e infection off Lower California.

Pelican in a Cast

Mrs. Vi Haynes, known to reade of *Pacific Fisherman's News* as "T Pelican," this publication's correspo dent at that Southeast Alaska fishi port, is confined to the Marine H pital, Seattle, with her back in a ca She won't be fishing on the *Swan* t season, but expects to be about aga before the Silvers start runni around Boomer Rock.



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Shown above are The Mustad-Halibut, Qual. No. 9395 - The Mustad-Salmon, Qual. No. 9510 XXX and the Mustad-Double I.P. Round, Qual. No. 7897.

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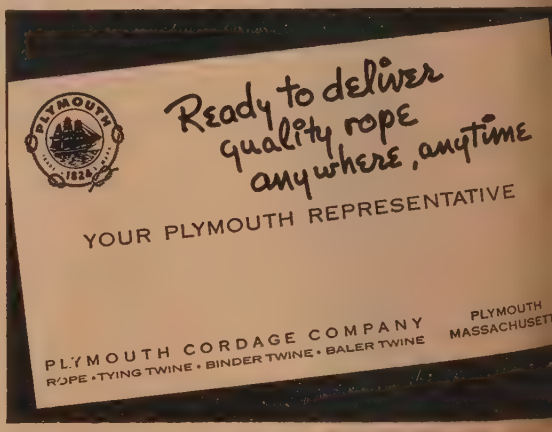

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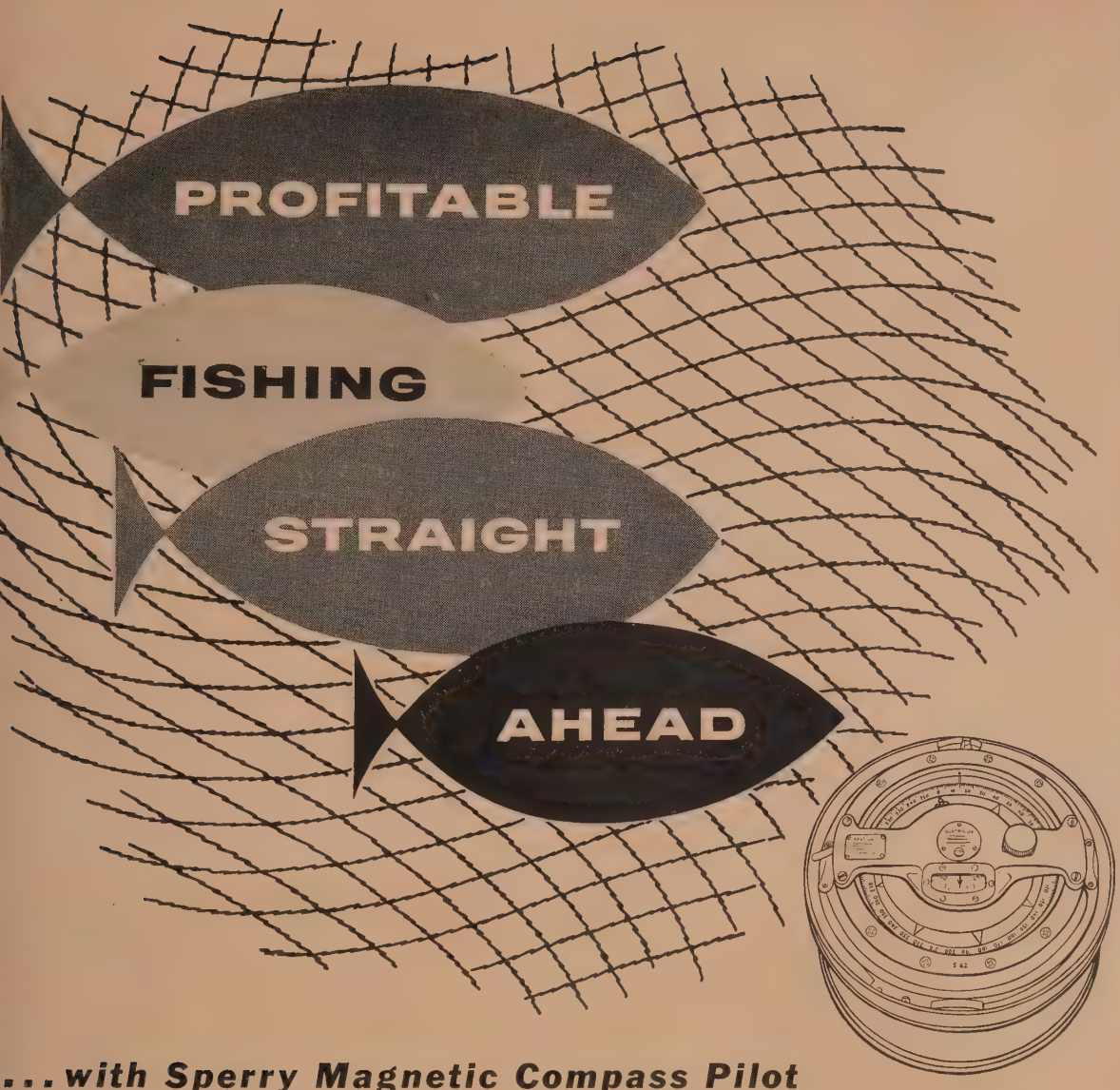

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The Sperry Magnetic Compass Pilot has proved its ability to follow a prescribed course under all sea conditions on varied types of fishing craft—in every kind of fishing operation. Sperry automatic steering gets a vessel to the fishing grounds and back with a minimum expenditure of time, fuel and manpower.

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ss Landing—
ss Dust Due From
iser, Fishermen Hope

od news for fishermen and holders alike in Moss Landing is nnouncement that a high per- ge of the dust particles from the r magnesium plant will soon be nated.

ng the despair of meticulous ewives and fishermen, who like ep their boats well painted, the hite dust has continually sifted s the slough from the big plant. Cottrell precipatator will be in- d sometime this spring on the er two kiln, from which all the le reportedly stemmed.

---

e roster of the newly formed o Fishermen's Wives Club" con- the names of several "first " well known in Moss Landing r. Mrs. John Ennis, whose hus- skippers the *Signe S.*, is the dent. The secretary is Mrs. Rob- tarr, who with husband Bob, he *Ruth R.* Among other mem- re Mrs. Sig Sommersell, wife of ipper of the *Harmony*, and Mrs. d Eaton, wife of the skipper of *eliance*.

e club will band together the n who spend many long months listening by short wave radio to ner reports, catches of fish and important of all, how their own are doing.

---

other boat which planned to join Alaskan halibut fishing fleet is *rctic*, captained by Victor Jacob- Seattle. The *Arctic* has been in Pedro all winter and stopped by Landing on the way north.

---

l McKinley of the *Millie M.* is rst fisherman in this area report- have obtained a permit to fish rimp. After completing work ½" mesh net, Mac will be look- r the patches of green mud out nterey Bay where the shrimp id to be found.

---

vis Evans is the proud half- r of the good looking new boat *erine*, a 40' combination troller ragger. Travis and Dick Kirby San Luis Fish Co. of Avila own oat in partnership, but Travis o the fishing. This skipper has up through small boats. He was r first of one very little boat, the *San Guiseppe*, later pur- d by W. A. and Marvin Cope of Cruz and renamed the *Venus*. with the *Katherine*, he has the

Dragger St. Joseph Protects $20,000 Diesel Engine with $180 Aqua-Clear Feeder

The *St. Joseph* puts out of Gloucester, Mass.

Cool Your Engine Safely with Raw Sea Water

Don't let destructive, biting sea water rust and corrode your cylinder heads, manifolds and water jackets!

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Cut Operating Costs with the Aqua-Clear Feeder

Capt. Peter J. Lovasco, owner of the **St. Joseph**, says "As you know, we were skeptical at first as to the good of the Aqua-Clear Feeder. But your offer of a full refund if we were not completely satisfied, convinced us it was worth trying, especially as we were installing a new Wolverine engine in the **St. Joseph**.

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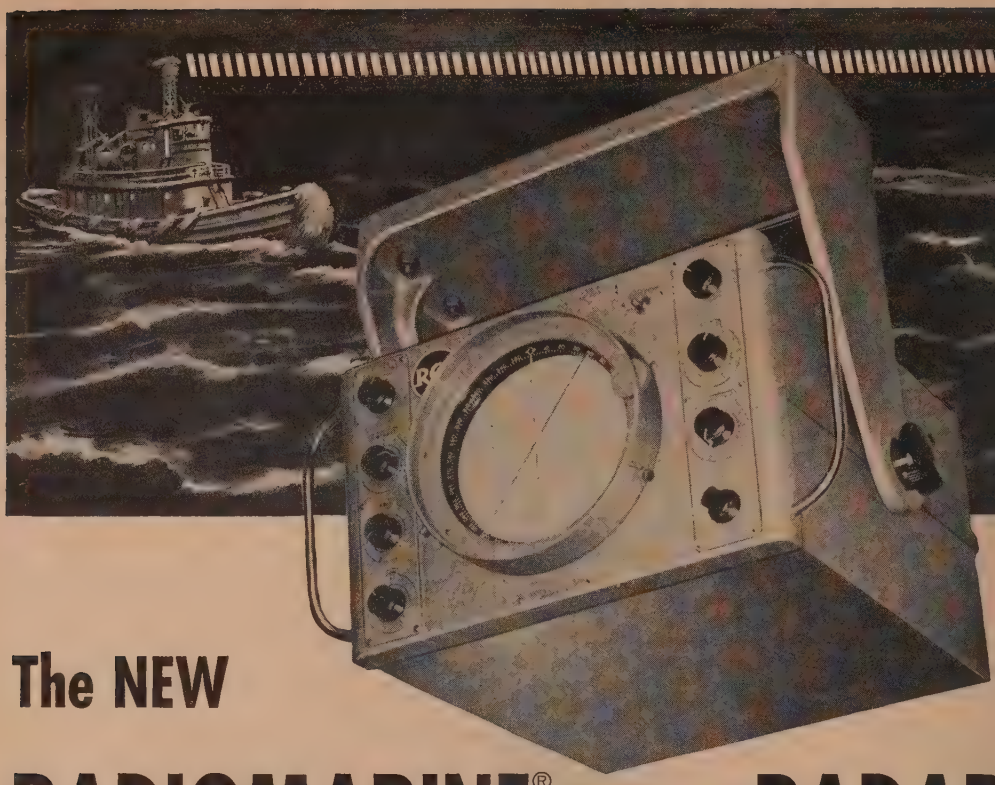

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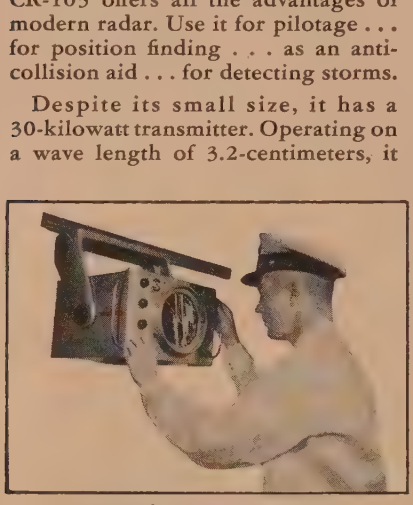
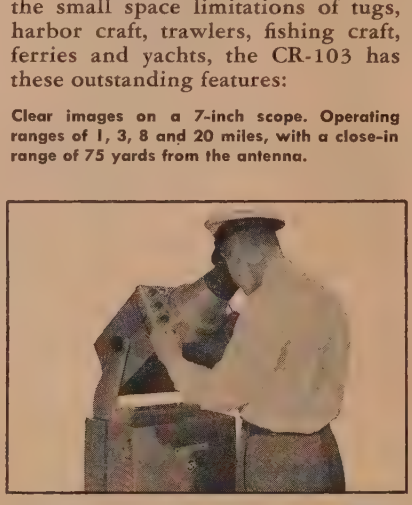
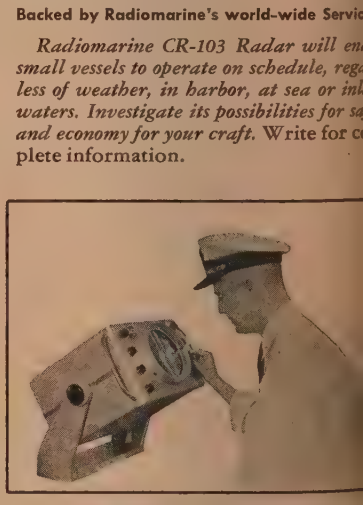


Mounted from the overhead



Mounted on Transmitter/Receiver Cabinet



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er boats which have changed
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roller *Caterina G.*, purchased by
Rubert of Aptos from Lester
son of Salinas; the 27′ double-
Verdun, formerly owned by
s and Lola Enriquez and bought
wrence and Juanita Gilkison,
Watsonville; Robert T. Van
nd of Carmel sold his 30′ *Ki-Pa*
ck Butriza of Deer Park, and
nd and Helen Macdonald of
Bay purchased the 27′ *Wahini*
Clarence Barber of Watson-

se latter sales were handled by
d Woodward, broker, with of-
n the Harbor. The California
and Ship Brokers Commission
ly granted a Class A brokerage
e to Woodward, giving author-
handle all types of yacht and
boat charter and sales transac-
for unlimited tonnage.

ka—
te Bait Landed
r Halibut Fishing

he last of April, when it should
rm, the sun shining, all the fish-
on the floats joshing and smil-
nticipating the coming fishing
, instead it was cold and wet
sleet in the air. Many of the
along the floats were covered
with tarps and the fishermen grumbling and working against the weather.

The herring finally braved the cold, came to the surface and spawned. Skipper Ed Hansen with his crew on the *Tony K* filled the needs of the Sitka Cold Storage, and Adolph Thomsen, skipper of the *St. Nicholas,* and W. R. Walton, skipper of the *Sea Ranger,* supplied the quota required by the Pelican Cold Storage and the Juneau Cold Storage.

Gus Anderson, skipper of the *RGA,* and his wife, and Al Alexander, skipper of the *Sockeye,* and wife, from Everett, arrived late in April ahead of one of the heaviest blows of the spring. They reported stormy weather with a tail wind all the way. Bill Swanson on the *Bet,* who traveled part way with them, arrived a few days later.

Roy Clifford and wife have returned from the South. Roy reports that his troller *Buddy* was broken into at the City Dock this winter and minor items were stolen.

Ray Rutherford, manager of the Sitka Cold Storage Company, returned early in April from a visit of all the principal cities in the East, Middlewest and South, where he learned first-hand the consumers' and producers' problems in the fresh fish market. He reports that the prospects for the coming season are good and that the Sitka Cold Storage will buy and process fish for themselves this season. This is in addition to the regular buyers doing business on the dock.

In order to further accommodate the fishing fleet, the Sitka Cold Storage Co. has increased its ice storage capacity 425,000 lbs. and will have tempered ice throughout the season. The daily freezing capacity of fresh fish has been increased to 20,000 lbs. With the new improvements at the Sitka Cold Storage the fishermen are assured of better service and greater quantities of fish can be handled.

S. DeRock and wife left Sitka on their boat *Belfin* early in April for Juneau for a merical check up. They plan to spend a couple of weeks at Baranof Warm Springs vacationing, on the way.

Willard Johnson, skipper of the *W.R.J.,* is still in the Marine Hospital having his hand treated. During March, while wintering at Shultz Cove, he caught his right hand in the anchor chain. The ends of the four fingers were badly mashed and it was necessary to amputate them to the second joint. Report has it that a great deal of bone and skin grafting has been done and that he will be able to use his hand.

Oscar Issacson, skipper of the *Gota,* flew South late in April to the Marine Hospital in Seattle for medical attention.

Murphy Dobers, skipper of the *Vickie Lee,* came North this spring to fish black-cod but there was no market with no prospects for improvement, so he left for the South a few days ago.

J. R. (Dick) Haddon, skipper of the *Sandra Jo,* who has been servicing the construction work on Biroka Island this winter, has completed his contract and is readying his boat for trolling.

After selling the *Alaska Maid,* Louis Basco bought the *Idall* from Kabigas Losicno of Juneau and has changed the name to *Bertha B.* It is powered with a Chrysler Crown and he is equipping it for trolling.

Webb Marine reports enthusiastic interest in the Chris-Craft Boat Kits.

Herman Guelsdorf, employee of the A.C.S., is building a craft he will power with an Evinrude outboard. Jack Calvin, printer and compass adjuster, has a boat nearly completed, which he will power with a 25-hp Evinrude outboard motor; and W. L. Smith, employee of the Sitka Cold Storage Company, is working on an inboard model.

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John Sestich of San Pedro, owner of the "Arlene S," depends upon his Hallett as a stand-by auxiliary. The 150-ton, 96-foot purse seiner has been one of the high boats for tonnage and number of trips out of San Pedro for several years.

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s Quality Aid

unusually significant meeting—
icant because it marked the vol-
y, harmonious and thoughtful
ltation of fishermen and packers
e subject of improving the qual-
a product—was held in Astoria
tly.
the Union Fishermen's Coopera-
Packing Co. offices about 50 Alba-
fishermen met with production
of the principal Columbia River
canners to examine into consid-
on affecting quality.
e meeting was arranged by Fred
eson, who organized the Pacific
Producers Institute. Samples of
nese Albacore were opened and
ared with a wide assortment of
les of the domestic product.
ement was general that the color
imported product was superior,
number of those present were
in the belief that this was due
mentally to the fact that the
nese fish had been bled while
live.
s bleeding practice was followed
e time by the American fisher-
but subsequently abandoned.
ion generally expressed by the
men after studying the samples
discussing the matter with the
ers was that American fishermen
d resume bleeding their fish as
neans of permitting the Ameri-
roduct to compete with imported

nerine Paladini, dragger owned by A.
ini Inc., San Francisco, has been
ped with a No. 18 Rowe winch for
dragging off Eureka. She will be out-
at the Sausalito Shipbuilding Co.,
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Columbia Trawl Fleet Ties-Up Over Price

Trawl fishing out of the Columbia River and other Oregon ports was tied-up during the early part of May by dispute of summer prices.

The Columbia River buyers insisted that prices on Petrale and English sole be revised from the winter prices of 10 and 8c to summer prices of 8 and 6½c. They were willing to continue paying 5½c for Dover sole and 5c for Ocean Perch.

The trawl fishermen contended, however, that the winter price list should continue in effect.

The drag fleet out of Newport, Ore., similarly was in port.

California Albacorers Readying for Season

Southern California Albacore fishermen last month were preparing their boats for the coming Longfin season, which many of them hope will be the best in years. There are good indications of fish; now the boys want assurance from the packers they'll be able to sell their Albacore.

To assist in navigating the boats, Freeman Automatic Metal Pilots have been put in Erwin Blocker's *La Playa*; Tom Cresci's *Galileo*, and G. L. Codding's *Powers*. Distributor for Freeman "Metal Mikes" in Southern California is Shepherd Marine, Los Angeles, San Pedro and San Diego.

Copper River Salmon Fishing is Delayed

Approximately two weeks of the Copper River fishing season had been lost to price argument as this issue went to press, which made it certain that supplies from this area — the earliest-opening season in Alaska — could not be expected as early as usual.

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New "Aux" on "Kodiak" And Schooner "Seattle"

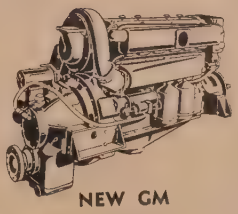
Lee Campbell and Haakon Bjerknes have put a new 8-hp Lister diesel in their halibut schooner *Kodiak*. The new auxiliary will drive the compressor, generator and pumps. Marine Equipment Company, Seattle, made the sale.

"Pete" Peterson's Marine Equipment Company recently delivered an 8-hp Lister Diesel Auxiliary to Tony Eliason and his son Eilert for the family halibut boat *Seattle*. The Lister will be used for operating the engine room equipment.

Airplane Employed For Spotting Mackerel

The Monterey purse seiner *Endeavor*, Sal Genovese, managing partner, with Sal Romeo, Monterey, chartering the vessel, is fishing for mackerel out of Santa Barbara is conjunction with an airplane.

The purse seiner is fishing during daylight hours, and the airplane radios her the whereabouts of fish. So far about 100 tons have been landed. Some of the fish was shipped to Oxnard Canners, Inc., Monterey via truck. Fishermen were reported to be getting $60 per ton for the mackerel.

50% **MORE POWER** **THAN FORMER MODELS**

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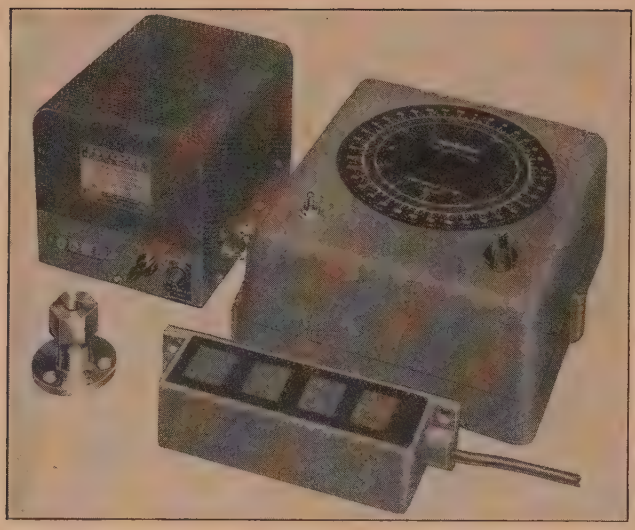
- Marine Equipment Co. - Astoria
- Campbell's Diesel Service - Newport



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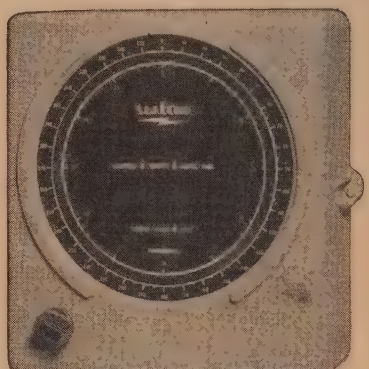

The additional Remote Indicator gives you complete depth indication at either one of your two steering positions. Boat owners who have and use a second steering position will now be able to increase their operational efficiency and navigational safety by having complete depth information at either position.

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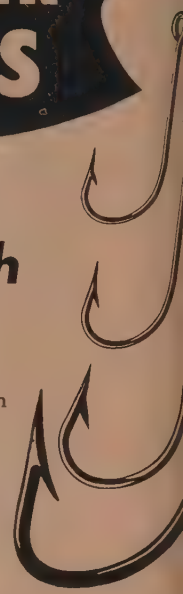

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TOWER ARROW BRAND

. Davenport and His na May" Missing

s. J. O. Davenport of Stockton, ., reports the strange disappear- of her husband and his fishing *Edna May*, and asks that any rn information concerning them eported to the Coast Guard, or r at 2361 East Vail Ave., Stock- Calif.

e writes that J. O. Davenport left Pedro at the end of February his *Edna May*, 27B902, and that ouched at Santa Barbara, and at Monterey.

is believed to have sailed from erey March 24 or 25, and nothing e man or boat has since been re- d.

ry George" Sold Canadian Buyer

n Zorich, operator of the Pure Fish Market, Seattle, and for al years owner and seasonal er of the Puget Sound purse- r *Mary George*, sold the boat in to Ray Stefich of Vancouver,

e seiner is 43′ long and powered a 165 hp General Motors diesel. n says that selling a boat across ne involves lots of red tape and res at least three months time, good luck. Clearances have to ecured from both Ottawa and ington, with all the complica- which that involves.

istian Hansen, San Francisco, skipper e hook and line boat **Florinda**, re- ed that craft with a Graymarine r 630, with 2½-1 reduction gears, ased and installed by Hall - Young ishermen's Wharf, San Francisco. He urchased a front power take-off.

Newport Boats Join Astorian's in Tie-Up

When the Astoria troll boats tied up recently for four days to keep their fish off the market while the Westport boats were tied up because of dissatisfaction over the 29c price being paid, many of the Newport boats now fishing off the Columbia tied up with them.

Gordon White of the *Destiny* is not being seen around his boat. Gordon has a ranch in the vicinity of the airport and runs a few goats, as well as some Herfords. Gordon may turn out to be as good a cattleman as he is a fisherman, and beef is certainly bringing in more per pound than fish.

Ed. McGrath of Depoe Bay has sold his troller *Therese* to Lee Hudson and Les Hanna of McMinnville. The *Therese* has been crabbing out of Depoe Bay until just recently and at this time is on the ways at Wade & Chamberlain being put in tip-top shape. In addition to a complete paint job she will have her shaft straightened and receive a new stern bearing and reduction gear, as well as any other work that may be indicated by a thorough inspection, while she is out of the water. A petition was circulated in Depoe Bay, requesting that the Coast Guard at that port be equipped with a new and speedier motor life boat, while in Newport a petition is now receiving signatures requesting a bar boat of at least 75′ in length be assigned to this port.

Arena Cove Fish Co., Pt. Arena, Calif., has installed a new Chrysler Crown engine, purchased from West Coast Engine & Equipment Co., Fort Bragg, in its pick-up boat. The craft has also been equipped with an Apelco radiotelephone.

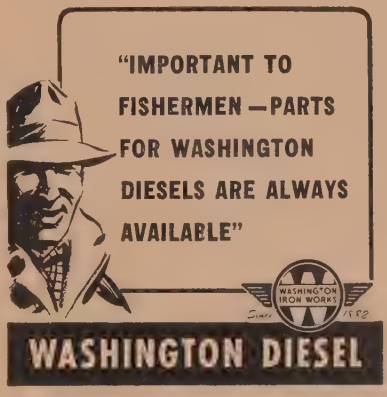
Wandering Soupfin Puts on Weight

A soupfin shark which had migrated 1000 miles in 32 months was recently brought in by the boat *Golden Star* off San Clemente Island, Calif.

Fred Sandness of the *Lincoln*, who tagged the fish off Vancouver Island in July, 1949, received a letter from the Oregon Fish Commission stating that the fish had grown about a foot in length and weighed 32 pounds. It was in good condition when Fred tagged it, and fat and healthy when recaptured, showing that its three years and many miles of travel had agreed with it.

Reports such as this are of immeasurable aid to the Fish Commission biologists. Fishermen are urged to report promptly any tagged fish caught, to further this study.

Makela Bros., well known Fort Bragg, Calif., fishermen and boat builders, are completing a new 47′ x 13′6″ x 6′6″ combination boat that can be used for either trawling or seining.



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1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.

1—Swenson single effect Evaporator with copper tubes, heating surface 440 sq. ft. Including connecting piping, supporting steel, condenser, pumps, etc.

1—6' x 50' Louisville Rotary Steam Tube Dryer.

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2—5' x 40' direct heat Rotary Dryers.

1—Bartlet & Snow 10' dia. x 4' deep, jacketed, agitated Kettle, Sweep Agitator, side door discharge, 140 lb. Steam.

3—9800 Gal. horizontal S/S lined Tanks, jacketed for cooling and heating and agitated.

Also other Agitators, Hammermills, Pulverizers, Kettles, Digesters, Steel Storage Tanks, Vibrating Screens, etc.

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Lorimer Diesel marine engine 20-hp., 2-cylinder. In excellent condition. Complete with auxiliary gasoline starting system. Will sell for $750 f.o.b. San Francisco.

Look at these engines at our shop to fully appreciate their value. THOMAS A. SHORT CO., 245 Fremont St., San Francisco, Calif. Phone: YU 6-0294.

FOR SALE: 29-ft. boat suitable for salmon, albacore and crab fishing. Rigged with gurdies for salmon trolling. Just installed—73-hp. Gray Marine engine with fresh water system. Write Joe Intagliata, 884 Lombard Street, San Francisco 11, California.

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FOR SALE: Stainless Steel Roller Chain. No. 50 (5/8 pitch). 100-ft. length. FRED TODT COMPANY, 2021 So. Hill Street, Los Angeles 7, Calif.

FOR SALE: Modern 6 unit auto court with beautiful 3 bedroom home on Highway 101 in Astoria, Oregon. Will sell with or without home. Contact George Moskovita, 1108 W. 23rd St., San Pedro, Calif. Phone: Terminal 3-3859.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

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FOR SALE: One conventional Pursing Winch with hardened gypsies forward and aft. Built 1951, Tacoma Boatbuilding. Used on six sets, practically new. Price $600. Communicate Blue Channel Corporation, Beaufort, South Carolina.

FOR SALE: 104' aircraft rescue boat. 20' beam. Two 6-71 GM Diesels. Two light plants. $16,000. G. O. Nyland, 3436 14th Ave. S., Seattle, Wn. FR 9507.

FOR SALE OR RENT: Purse Seines, 240 fathoms. Lines and half of web new this year. Balance new last year. Further information, write J. C. Strand, Box 2104, Ketchikan, Alaska.

FOR SALE: 250 hp. 6 cyl. Heavy Duty Atlas Imperial Diesel engine. 350 rpm. Direct reversible with sailing clutch completely overhauled, $7500. Contact George Moskovita, 1108 W. 23rd St., San Pedro, Calif. Phone: Terminal 3-3859.

FOR SALE: PACKARD 8, 150 hp., 2.52:1 reverse gear, like new $795. ATLAS 45 hp. 3 cyl. good $450. ATLAS 75 hp., good, complete $750. PALMER RND-1 DIESEL, 9 hp. at 1000, excellent auxiliary, new, regular $995, special $795. EVANS ENGINE & EQUIPMENT CO., Inc., 1230 Westlake North, Seattle 9. Distributors General Motors Marine Diesels.

FOR SALE: 28-ft. troller 30D530. 25-hp. Universal motor. Completely repaired and overhauled. Fully equipped. Two bunks, four gurdies, two 4-gal. gas tanks. Priced reasonably, terms. Chas. Van Buskirk, R. 3, Box 44, Everett, Wn. Phone: Highland 1370.

FOR SALE: 165 hp. 6 cyl. Gray Marine Diesel with 4 3/8: 1 Twin Disc reduction gear completely overhauled with new pistons and rings. $1800. Will sell engine without gear for $1200. Contact George Moskovita, 1108 W. 23rd St., San Pedro, Calif. Phone: Terminal 3-3859.

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FOR SALE: Good used bait nets. 150 f
long 15 fathoms deep. $300 to $500. Ne
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FOR SALE: 49-ft. diesel-powered halibut
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with radiophone, direction finder, depth re
and halibut gear to start season. Built
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write H. M. Grindle, Cordova, Alaska.

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Our price—$6,000 for the pair. Chrysler
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ombian Officials est Four Seiners

ombia coast guard officers ar- d four California tuna purse ers in early May for alleged l fishing, but released them after of 350 pesos ($40) had been paid ch vessel.

icials boarded the seiners at Sol- Bay, 70 miles south of the Pan- border. A fifth, the *Yankee Clip-* Skipper Yank Kaseroff, escaped. other captains claimed they had ission to fish from the police at i, a small coastal town. Coast l men, however, insisted permits obtainable only from the cus- house, after a fee payment.

ners held for several days were: *e Sue,* Christian Gaspar; *Cesare sto,* Larry Zuanich; *Venus,* An- elando; *Lina B,* Joe Kovacevich. ork out of San Pedro, and are bers of the Fishermen's Coopera- Association.

"Bud" Holland Helps With Korean Fisheries

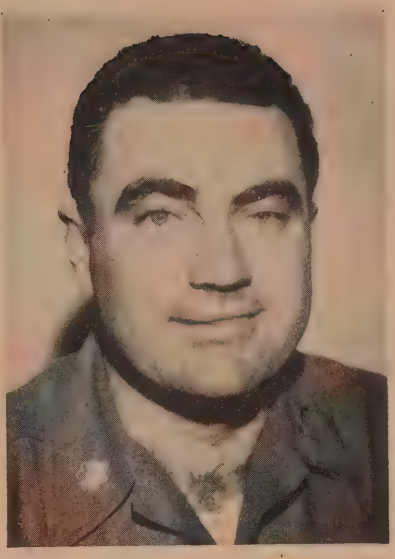
Larry C. "Bud" Holland has become sufficiently important to the U.S. armed forces as to rate his own publicity release from Korea. On March 2 the army issued an exclusive story to *Pacific Fisherman* that he had been promoted to the rank of major, while serving in Korea.

In civilian life Bud is fleet manager for Southern California Fish Corporation, Terminal Island, of which tuna, sardine and mackerel plant his father, Lawrence W. Holland, is president.

Recalled to active duty in November, 1950, Holland was immediately ordered to the Far East Command and, after three months was transferred to Korea.

First assignment on reaching Korea was with the U. N. Civil Assistance command. This is the free world's agency for assisting in caring for Korea's millions of war refugees and rehabilitating its war-damaged commerce and industry, Major Holland provided valuable technical assitance to help restore Korea's fishing industry.

Later assigned to the Civil Assistance section of the Eighth army at Taegu in the same type of work and it was his outstanding performance of duty that won him promotion of major.



Major Lawrence C. Holland, in civilian life fleet manager, Southern California Fish Corporation, and son of Lawrence W. Holland, cannery president, after three months in Japan was transferred to Korea with the United Nations Civil Assistance command, to help restore the Korean fisheries.

FOR SALE

5' Cannery Tender 100 HP Diesel, Radio Telephone, Direction Finder, Fathometer, Automatic Pilot. Ready to go and reasonably priced..... $12,500

0' Refrigerated Packer, 2 General Motors Diesels Model 268A, 500 HP each, 2 General Motors Diesel driven Generators, 20 KW each.Carrier & York Freon Refrigeration Units. 75 Watt RCA Radio Telephone. Vessel is well equipped and in commission. A buy at.....$27,500

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2500 MILE "Shakedown Cruise" proves dependability of NORDBERG ENGINES

Twenty five hundred miles is a long cruise for any fishing vessel . . . and particularly when it is made as a "shakedown" cruise in a brand new boat. Yet that's exactly what the two gillnetters *GLENDA RAE* and *D LORES N* did—ran from Seattle, Wash., to the Gulf of Alaska, on their initial "delivery" trip.

Owned by Russell Bertoson of Ninilchik, Alaska, these two 32 ft. salmon boats are each dependably powered with a 145 hp Nordberg "Knight" Gasoline Marine Engine. Swinging 22" x 22" wheels through 2.44 to 1 reduction gears, these sturdy tunnel stern boats were checked out at a speed of 12 knots. To handle a big share of the fishing job, each engine is equipped with a front end power take-off and auxiliary drive, for powering deck winches, bilge pumps and auxiliary generators.

Chalk up another outstanding power job well done by Nordberg Gasoline Marine Engines.

Write for Bulletin 193, describing all 5 Nordberg 6-cylinder engine models, in sizes from 95 to 145 hp.

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Milwaukee, Wisconsin

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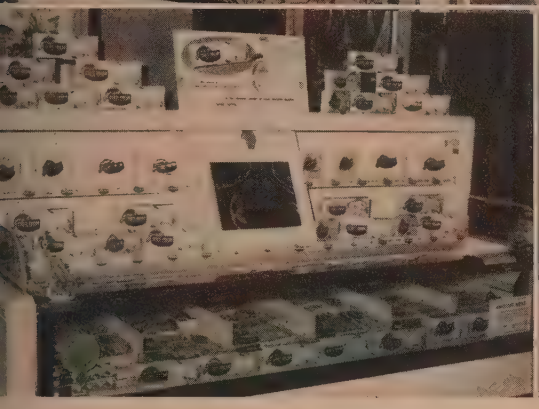


DUCT COMMANDED PEOPLE'S INTEREST AT N.F.I. CONVENTION

al view of the N.F.I. "cutting" in the upper right gives an indication of the interest in this feature. Recog-e in the right center foreground of the picture is Ralph Carr of Mid-Central Fish Co., Kansas City, with hands s; and wearing bow tie. In the exact center of the picture, just to the left of Mr. Carr may be seen Anton sen and E. E. Poysky of the Union Fishermen's Cooperative Packing Co., Astoria, while to the right of them se observer can discern Edward Cunningham, Maurice Rattray and E. A. Ruthford, all of Seattle. The Fisher- Federation, Inc., display of its Hy-Wave packaged line, upper left, was a feature of the refrigerated cabinets, the Freeman's Certi-Fresh cabinet below. In the lower right photo Louis Vitale of the Los Angeles Smoking ng Co. stands beside his company's cabinet with Miss Evelyn Smith, head of the famous Smith Fish Shanties n Port Washington, Wis., and Walteria, Calif.

OTLIGHT N PRODUCTS

Packaged Displays and Cutting Captures N.F.I. Convention's Interest

ucts pointed-up the National es Institute convention in Los s, the refrigerated displays e cutting and judging of sam- pturing first interest of the sur- ly large attendance.

ite the fact that the convention ld in the Far Southwest, its de registered attendance was rd largest in history of the There were 593 actual registra- not counting the non-regis- nd part-time attendance.

rters readily detected that pri- tention and interest rested on nerous displays of packaged s in refrigerated cabinets; and in the "cutting" of anonymous samples, which gave producers and marketers opportunity to examine a broad cross-section of products on a basis of direct comparison.

Exhibit Interest Keen

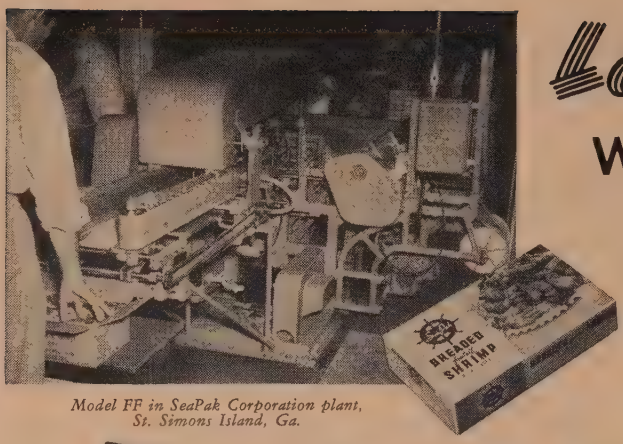
The keenness with which the membership examined and re-examined the packages, their materials, design and sales effect; as well as the opened goods and the judges' ratings, proved inescapably that the opportunity to study, compare and appraise items from other packs and other districts was highly esteemed by practical packers and distributors who made up the large majority of the convention attendance.

A number of the displays which featured the convention are shown in accompanying photographic illustrations.

The Los Angeles convention was the first at which the N.F.I. has presented refrigerated cabinet displays of members' products, although a beginning was made in 1951 at Boston with a showing of dummy packages and labels.

Expansion of "Cutting" Suggested for Future

The "cutting" also was a new fea-



Model FF in SeaPak Corporation plant, St. Simons Island, Ga.

Leading Packer

WRAP ON THE MODEL

For Sales-winning Appearance and Low Cos

You want a fine looking package to win sales...You als want low wrapping costs... Sure way to get these advan tages is to wrap on the proven Model FF.

Turns out better than 100 wrapped packages a minut ...Automatically compensates for slight variations in siz of packages...Specially designed in-feed prevents spille pieces from entering machine...Change-over for differen package dimensions made by two quick hand-wheel ad justments...Superior electric eye locates printed wrapper perfectly, and you can use any material suited to frozen fish

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APLES OF THE REFRIGERATED DISPLAYS AT N.F.I. CONVENTION

olumbia Packers' familiar Rupert Brand packaged frozen line made an attractive showing in the cabinet in er left. Miles Reinke of Reinke & Amende stands at the extreme upper right by his firm's display, featuring Garden shrimp and Icelandic fillets. With him is J. R. Butler of Hurd & Butler, El Paso, and on the left of the ohn Martin, of Reinke & Amende's San Francisco branch. R. B. Roos of Jersey City stands in the lower o beside the cabinet featuring Frionor fillets, produced in Norway. Four Fishermen Brand products of Fulham Bros., Boston, made the particular colorful and catchy display shown in the lower right.

he convention, with frozen ozen shrimp, frozen breaded nd other products, and sev- s of canned fish on display. mples shown were collected us parts of the country by l of the U.S. Fish and Wild- ice and shipped under care- geration to a Los Angeles se. Just before the conven- wing, the products were of labels and identifying oded, and prepared for dis- ployes of the American and ntal can companies co- in weighing, taking vacuum physical data on the canned efore they were turned over dges.

dges' reports were reviewed rnoon session following the

lent was the success of this the convention, and so keen nterest in having it followed future, that there were suggestions after the convention that several separate cuttings might be held at Washington in the spring of 1953. Some members thought that separate cuttings could well be held for (1) Frozen Fillets and Steaks; (2) Frozen Shellfish and Breaded Products; (3) Canned Products.

Substantial Business Passed at Convention

Measure of a convention to many members lies not so much in numbers registered, applause of speakers, attendance at sessions—but in business passed in the quiet conferences in private suites, where principals and their brokers, packers and purchasers, customers and prospects meet to talk, and close, business.

In this respect the Los Angeles convention generally was regarded as thoroughly successful. While details of transactions obviously are difficult to arrive at, and may not be disclosed, it is known that the business side of the convention was generally regarded as very satisfactory, when allowance is made for the weakness in commodities generally during the late Spring.

Alhadeff Administration Greeted with Acclaim

Election of Charles D. Alhadeff of Whiz Fish Products Co., Seattle, as president of N.F.I. was received with wide enthusiasm by the membership. Mr. Alhadeff had been an earnest, working member of the Institute since its organization and has contributed importantly toward bringing about its stability and industry-wide representation. His energy, ability and vision eminently qualify him for national leadership and assure that he will measure-up to the exceptional standard of N.F.I. presidents, a standard which has carried the Institute forward from its beginnings.

Halibut Rules O.K. Crab-Trawled Fis And New "Split-Season" To Westwa

Extension of the halibut "split-season" program to Westward, and permission for Bering Sea crab trawlers to retain halibut taken there during part of the year, provide the two truly notable features of the Halibut Regulations for 1952, uttered at the end of April by the International Fisheries Commission.

The new sub-area to Westward — knows as Area 3-B—is bounded by a line running from Bold Cape through Caton Island in the Sanak Group, and another running true West from Cape Sarichef on Unimak Island.

This area will be closed during the normal Area 3 season but will be opened for a special 17-day season starting with Aug. 2 and running through Aug. 18.

As was the case when Sub-Areas 2-B and 2-C were created last year, there is no reduction in the 28,000,000-lb. quota for Area 3-A. In other words, in 1952, Area 3 as a whole will yield the 28,000,000-lb. quota, plus the catch made in the sub-area to Westward in the special 17-day season in August.

In the Local waters, the situation is unchanged from 1951, the two sub-areas 2-B and 2-C provided as in that year, with a 10-day, no-quota season beginning with July 26 and ending with Aug. 4.

For the 17-day no-quota season in the west-of-Sanak sub-area, vessels must have their licenses validated by an officer to be stationed at False Pass. After fishing in this area, or Area 4, vessels must have their licenses endorsed by the officer at False Pass.

The 1952 regulations make some substantial changes with respect to operations in Area 4, lying in Bering Sea north of the Cape Sarichef lines.

First, that area does not open until Aug. 2, and then remains open for a 17-day no-quota season, coinciding exactly with that for Area 3-B.

Beginning with August 19, after the close of all long-line halibut fishing in Area 4 or Area 3-B, otter trawlers fishing for crab in Area 4 with trawls whose cod-end is made-up of meshes 12" or more, stretched measure retain—providing they have se permits—halibut taken incide to bona fide operation of their gear. All halibut so taken may tained, provided they are 26" or in length or 5 lbs. of more in w dressed heads off; and providing the amount of halibut retained crab trawler permit shall not e one-fifth of the drained, picked meat or its equivalent caught o same trip.

This action of the commission nificant in that it restores to gear — under certain specifie closely controlled conditions right to retain halibut taken in t

Reasons for making the conce area several: the Commission is ious to have available for biol anlaysis halibut catches from B Sea; the area has been fished fo but very little in recent years; is considered desirable to est the pattern for conservation of but and control of fishing in B waters.

Richard Gosse Becomes Todd Firm's Manager

Management of one of the oldest fish packing organizations in the Pacific Northwest — J. H. Todd & Sons, Ltd. — is now in the hands of Richard Gosse, for many years prominent in the industry.

Ownership of the pioneer Victoria company is unchanged, with E. D. Todd, a grandson of the founder, continuing as president; but it is probable that its future operations will be more closely associated with those of its affiliate in Vancouver, B.C., Ice & Cold Storage Ltd., of which Mr. Gosse has been managing director since its organization four years ago, with R. E. Winslow of Victoria as president and Senator S. S. McKeen as director.

The Victoria office during the past two years has been managed by R. W. Sinclair, who succeeded L. B. Bing following his retirement. He was formerly purchasing agent and production manager. F. S. Dawson is sales manager.

Operating program for the coming salmon season has not been definitely determined, although it is probable that the Klemtu cannery on the Skeena, managed by Robert Wilson, will continue. The Empire cannery, under W. Rasmussen, will function as a camp, as will Inverness on the Skeena, Richmond, under R. E. Hepple, and Beaver on Rivers Inlet, under George Johnston.

Columbia's May Catch Better Than in 1951

May fishing on the Columbia River to presstime was substantially better than in 1951, virtually all observers agreed, with suggestions that the early take would run 25% higher than the year before. However, early May fishing does not count greatly in volume over the whole of the season.

Most of the fish were taken well upstream, on toward Bonneville, and some fishermen believed that the fair fishing was accounted for by lateness of the April run in entering the stream.

Others pointed to the fact that better-than-usual escapement probably occurred in 1948, when the great flood seriously interfered with fishing operations during the early run.

P.A.E. Profit for 1951 Dips to 86c a Share

Profit from operations of P American Fisheries, Inc., fell t per share in 1951, down from in 1950, President John A. Gree ported to stockholders late in

The acute shortage of Red sa with an inordinately high cos case, and generally high costs departments, was responsible fo decline in earnings and in which fell to $8,213,000 from 038,000 the year before.

To the present board of dire the company is adding Thom Gleed, president of the Simpson ging Co., former president o Seattle First National Bank; Volney Richmond, Jr., vice pres of the Northern Commercial C

I. Cefalu, San Francisco, has nam new hook-and-line boat **Mary Carl** was built at Pittsburg, and is powere an 85-hp General Motors diesel e purchased from West Coast Engi Equipment Co., Berkeley. She i equipped with a Fisher Skipper radi phone purchased from Marine Radio tronics, Fishermen's Wharf, San Fra

annery of Greens Products, Ltd., on Cattle Bay at Eden, New South Wales, Australia. This company operates three fish can- out of 18 in Australia, canning several species other than tuna. Currently the domestic demand for canned tuna in Australia exceeds production.

Tuna Canning "Down Under" Is On Its Way Up

By EDGAR BEE

Photographs by W. Pedersen

a can be caught around the alian coast most of the year. he Australian tuna-canning in- was practically non-existent 949, when it produced a modest ons.

e in 1950 the potentialities of ndustry came to public notice the American South Seas Ma- 'roducts' tuna clipper *Senibua* red. It was the first American hip to visit Australian waters he first in those waters to use ercially pole fishing with live

year tuna were about in mil- and will be again. Australia ly well supplied with several ies of pelagic fish suitable for g, though poorly endowed ottom-dwelling fish for table The main pelagic varieties are pilchard, mackerel and Aus- "salmon," actually not a sal- t all but a percomorph, belong- the perch family.

ge quantities of Australian sal- re canned in New South Wales ven more in Western Australia. tter state also has a big future vast supply of pilchards, and its s are the home of tuna also. ntities of big pilchard are t. They are an excellent can- ish and the outlook for this ct is bright. A powerful light to 5,000 watts—is set about 20 ff the stern of the boat on a boom, turned on at dusk and left to burn all night. The pillar of light attracts and seems to mesmerize the fish. They will mill round in a compact mass and seem powerless to leave. Just before daylight a net is placed around the fish and they are taken without trouble.

The Eden, N.S.W., cannery's tuna requirements for the next six months for full operation will be 900 tons. Last year tuna was 25% of its production, the remainder salmon and mackerel in about equal quantities. At Eden, and at Narooma further north, nearly 4,000 tons of all kinds of fish were processed during the 1949-50 season, more than twice the 1948-49 production.

The United States tuna output is

Greens Products Ltd. maintains close quality control on all canned fish packed in its plants, and maintains a technological laboratory for the purpose. In this photograph of a product examination, from left to right: J. L. Green, managing director of Greens Products Ltd.; H. Munro, the company's industrial chemist; V. Martin, manager of the Eden cannery; and T. C. Roughley, New South Wales superintendent of fisheries. (Mr. Roughley was the author of the article on introduction of bait-fishing for tuna to Australian waters, published in the December, 1950, number of this journal.

SENIBUA powered with
16 year old UNION Diesel

SENIROSI powered with
24 year old UNION Diesel

SOUTH SEAS MARINE PRODUCTS LTD.

4th December, 1951

The President
The Union Diesel Engine Company.
2121 Diesel Street,
Oakland 6, California,
U. S. A.

Dear Sir,

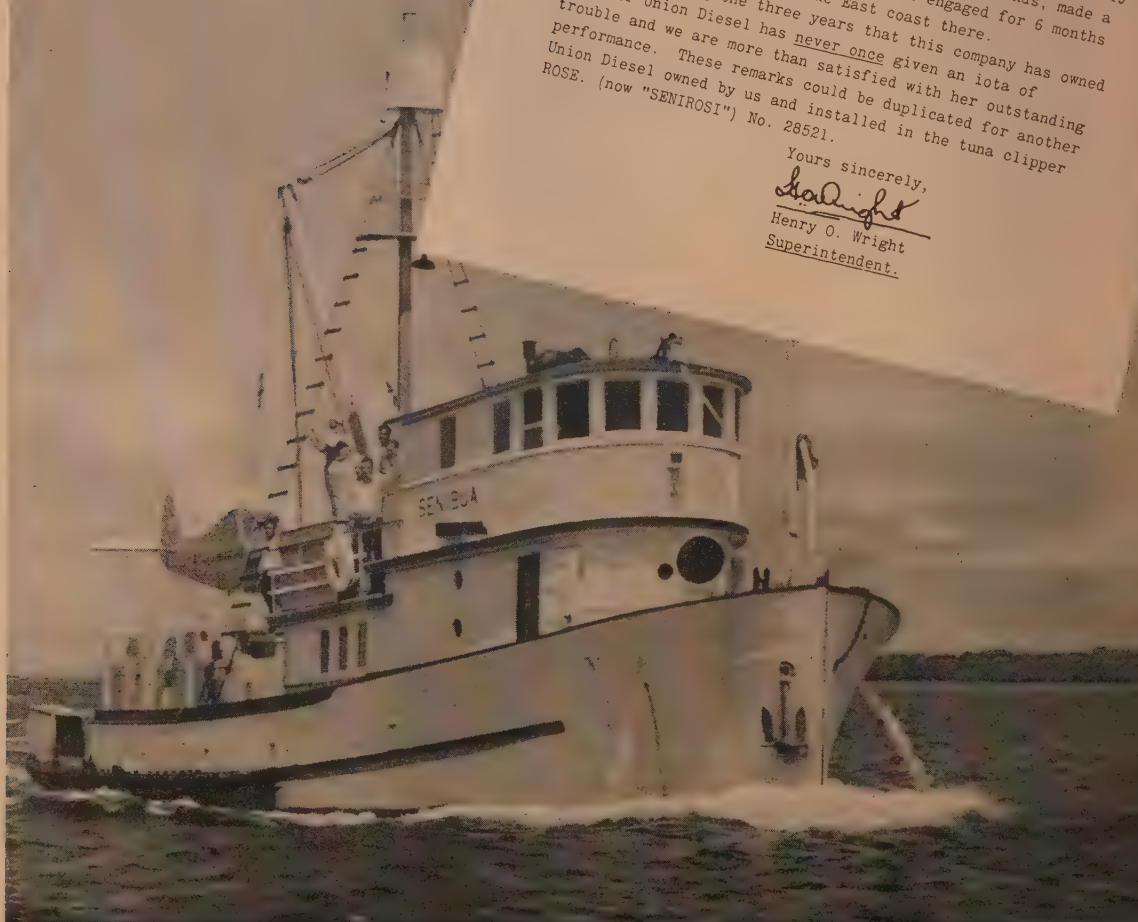
Your inquiry regarding the tuna clipper GOLDEN GATE and UNION engine No. 36515. is correct. She is now known as the "SENIBUA" (a native flower similar to the frangipani) and is, after almost 3 years of service in the South Pacific, still giving reliable service.

For your information, I am happy to tell you that she made a non-stop run from San Pedro to Fiji in early 1949 and after considerable service around these islands, made a return trip to Australia where she was engaged for 6 months on tuna survey work along the East coast there.

During the three years that this company has owned her, her Union Diesel has never once given an iota of trouble and we are more than satisfied with her outstanding performance. These remarks could be duplicated for another Union Diesel owned by us and installed in the tuna clipper ROSE. (now "SENIROSI") No. 28521.

Yours sincerely,

Henry O. Wright
Superintendent.



The **UNION DIESEL ENGINE** *Company*

2121 DIESEL ST., OAKLAND 6, CALIFORNIA, U. S. A.

eft is an Australian purse seiner LUCKY STAR, with a crewman showing some of the tuna she takes. Most Australian tuna have been caught by means of trolling, and purse seining generally has been employed for taking jack mackerel or a the perch family called "Australian salmon." The photo on the right was taken from the seiner LUCY STAR and shows the iesel-powered boat SENIBUA, which introduced bait-fishing for tuna to Australia. (See Making History With Tuna Pole in Australian Seas, Pacific Fisherman, December, 1950.)

hree times the quantity of all of fish caught in Australia. ere are eight or nine varieties in Australian waters.

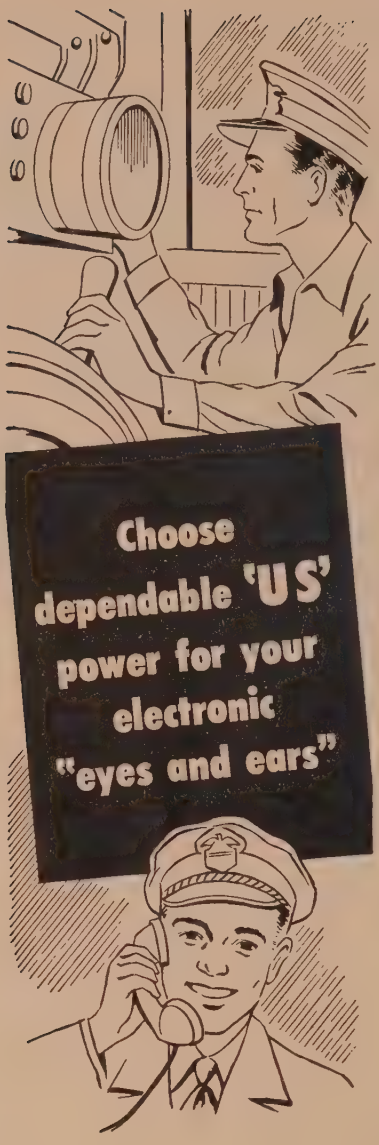
Eden cannery is owned by Products, Ltd., which has plant at Launceston, Tas- and a larger one at Narooma,

varieties at present canned ustralian salmon," jack mack- nd tuna. Equipment is to be installed to handle pilchard. There are possibilities also in anchovy and whitebait.

Canning methods follow standard practice, and equipment is mostly orthodox. One piece of which the management is especially proud is a highly efficient fish-scaler developed in South Australia. An irregularly-surfaced revolving floor hurls the fish by centrifugal force against angle-iron scrapers welded to the sides of the container and against the other fish. The equipment is simple in principle, effective and a great time-saver. The cannery has a refrigeration capacity of 400 tons.

When tuna are brought in, they are frozen to about minus 5° Fahrenheit and held until needed. Thawed first, after having been gutted, are weighed, then precooked in a retort holding 80 fish. Cooking time depends on weight, but is about 3 hours

The pictures could be in a small tuna cannery anywhere on the American coast, but they actually were taken in Australia, in the cannery of Greens Products Ltd. at Eden, New South Wales, where tuna operations are patterned closely after American practice.



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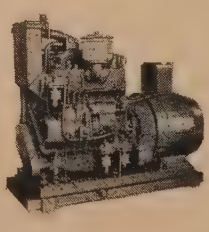
449 Nebraska St. Oshkosh, Wis.



at 250 degrees Fahrenheit. The fish then cool for about 24 hours, after which they are carefully prepared by hand, the loins set aside for the first-grade pack, broken meat is canned for the second grade. The meat is canned in peanut or cottonseed oil, and sometimes in olive oil. A day's run is about 500 tuna. A constant check is kept on quality.

A current extension of the cannery is a fish-meal plant to process offal.

This is one of 13 plants in Australia wholly or mainly engaged in canning fish. In Western Australia there are five canneries, in Tasmania four, two in New South Wales and two in South Australia. Most have been established since 1938.

The tuna industry began as a result of the publicity given in 1936 to the opinions of scientists that big possibilities were offering. A meat canner formed a syndicate and started a small cannery at Narooma early in 1937. However, it was not until August, 1949, that tuna canning was undertaken in any volume, and between that date and the following February about 1,000 tons were processed.

However, the Australian public did not then know tuna, so an advertising campaign was launched in Australia telling of the success of the initial fishing season. The public responded so well that even the New South Wales market cannot be supplied.

It is still early to forecast the future. Distribution and seasonal immigration of fish in Australian waters have not yet been studied fully. Research is being made on tempe plankton and food. The waters east coast are unstable in thei and temperatures.

In the southern areas Stripe and southern Bluefin are fo commercial quantities. Albaco not appear plentifully. In n waters is found the northern B which is reported to be in even er quantities than the southe it does not take the lure w though it can be netted. A quieter type of tuna, it make licious canned product with a somewhat richer than that southern Bluefin. However, th been no commercial fishing fo in northern Australian wate cause of the problems of tra and preservation.

The Yellowfin can be co with the Californian product. culty is to catch enough, its being different from other type

The Striped tuna is a good c fish, and satisfactory local pack been made which are reporte comparable with those of Cali

Tuna run off the coast of W Australia, but apparently groups and with an average of 6 to 8 lbs. Mature tuna of 200 lbs. full of spawn have netted occasionally, but they w take the lure. Practically not known of the spawning hab tuna, particularly the Bluefin. have been many reports of spa tuna up to 400 lbs. caught ne bany, Western Australia.

Fishing is on the way up under."

B.C. Yards Build Record Numb Of Small Fishermen—286 Hu

British Columbia's small boatyards have had an exceptionally busy season, continuing a period of almost unprecedented activity which began early last year.

During the year which ended with March, the fishing industry bought $3,140,000 worth of new vessels of all types in British Columbia yards, compared with $2,383,000 for the previous 12-month period. These figures are official, issued by the Canadian department of transport.

A survey shows that a total of 286 new boats were built during the 1951-52 season, compared with 236 during the previous year. More than half the total were built in yards along the Fraser River from Steveston and Marpole to as far upstream as Hope.

As usual, gillnetters were th numerous among fishing vessel a total of 242 being completed pared with 187 the previous They were valued at $1,724,00

An illustration of the intense ity, although probably exceptio the Matsumoto Boatyard at Cove, near North Vancouver, 11 gillnetters were launched taneously late in April. Manage Matsumoto tells *Pacific Fish* that 12 more gillnetters, 34′ x 9 being built for fishing compa three for Cassiar Packing Co., for Nelson Bros. Fisheries, fi B.C. Packers.

Engines for the 11 gillnette cently launched by the Mats yard were Nordberg with 2½

Gray Lugger, model 330; Royal; 150-hp Kermath; 30-ner diesel. The vessels were idual fishermen, fishing for est Packing Co., Canadian Co., Nelson Bros. Fisheries, kers and New Westminster

f the vessels still to be built Chrysler Crowns and Nord-ne is for Johnston Fishing & Co., but most of them are for al fishermen.

l of the larger vessels recent-hed in the Vancouver area -footer, *New Queen*, for Nel-. Fisheries, powered with a Caterpillar diesel. The boat t by Harbor Boatyards and per is Capt. Dick Anzulovich.

n Migrant Marking ch Extensive

g of the migration route and rates of Washington Chinook er Salmon will be intensified ar with the marking of downstream migrants at six ton state salmon hatcheries. ots totaling 600,000 Chinook ngs will be released in the River, and two of 200,000 he Green River. At the Min-k research station near Gig where the department is con-ong-range studies on migrant 240,000 fish will be used. One thousand have been allo-r the Cedar River in King

han 150,000 marked Chinook, and Silver migrants also will n experiments on the Elwha ear Port Angeles, and Baker t Concrete, to measure the f small fish incurred in pass-er dams. The studies are an hase of a new research pro-med at development of safe facilities for fish at high

visor of Research Donald R. announced that marking of Silvers will be tried on a large r the first time this summer, eefnet gear at Bush Point, y Island. Tagging of adult will be conducted there dur-same period.

'Connor, Funsten Co., San Fran-ned sea food broker, accompanied O'Connor, is enjoying a trip to and is visiting France, Italy, Ger-olland, Belgium and London.

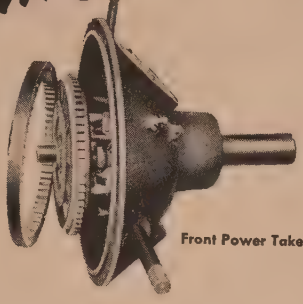
iello, skipper of the well known ncisco purse seiner **Pearl Harbor**, at craft to Semiahmoo, Wash., e will act as a cannery tender for ka Packers Association.

For every Marine Requirement

Whether it's to swing the wheel, or turn a winch, the *smooth*, positive way to put the power to work is through a Twin Disc Marine Gear or Front Power Take-Off.

For Twin Disc offers a full range of sizes in Marine Reverse and Reduction Gears—in hydraulically actuated, in rubber block drive, in hydraulic coupling marine gears.

And, a full range of sizes, too, in Twin Disc Front Power Take-Offs, with clutches from 6.5″ to 24″ single-plate, and from 11.5″ to 24″ double-plate, with capacities up to 650 hp. Check your requirements, then write for specific literature.



Front Power Take-Off.

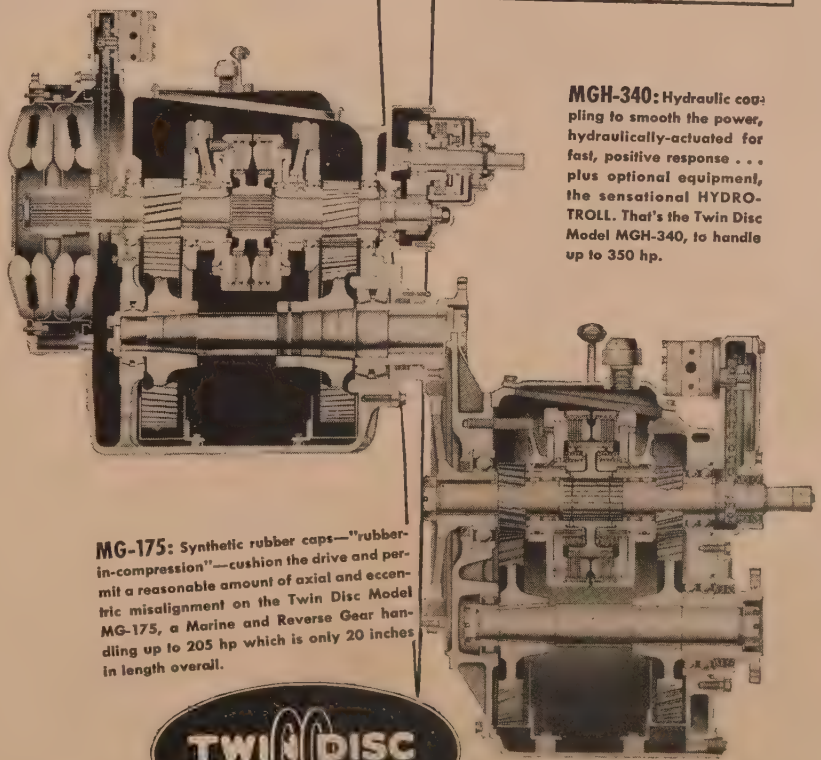
A FULL RANGE OF SIZES

Based on continuous engine output rating

Model	HP Capacity	Engine RPM
MG-61	40-110	900-2500
MG-165	105-175	1200-2000
MG-200	90-175	600-1500
MG-201	120-180	600-1000
MG-175**	85-205	900-2100
MGH-220*	80-230	1200-2100
MG-302**	150-275	600-1500
MGH-340*	150-340	700-1500

*Hydraulic coupling gears: can be equipped with HYDRO-TROLL variable-fill coupling to multiply reduction for slo-speed.

**With rubber block drive.



MGH-340: Hydraulic coupling to smooth the power, hydraulically-actuated for fast, positive response . . . plus optional equipment, the sensational HYDRO-TROLL. That's the Twin Disc Model MGH-340, to handle up to 350 hp.

MG-175: Synthetic rubber caps—"rubber-in-compression"—cushion the drive and permit a reasonable amount of axial and eccentric misalignment on the Twin Disc Model MG-175, a Marine and Reverse Gear handling up to 205 hp which is only 20 inches in length overall.

TWIN DISC
CLUTCHES AND HYDRAULIC DRIVES

TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois

BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.
South Bellingham, Washington
"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

OOD FISH
ARKETING
n of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

--June, 1952

Breaking $18 Pink Deal es-Up the Salmon Trade

-breaking developments e salmon market has known a day were touched-off April the New England Fish Co. d the price of its "Pink Pink salmon $3 to $18, held or a few hours of fast selling, withdrew from the market. tion touched-off a Seattle sithich seethed for days, but presstime had quieted. Cere trade was keenly appreor a couple of weeks, but no tors followed the lead and vas written responsible obaid, "We think we've gotten he emergency"; "The trade the hurdle in stride, despite uproar." Some even said: it may turn out to be a good

mid-May there were reports t $21—"a few." Distributors continued of the opinion stock of Pinks was no more quate to meet demand until ust, which is as soon as newds can be expected.

A spokesman for the New England Fish Co. made several definite points in discussing the considerations involved in $18 market movement:

"1. We found that Pinks just weren't moving at 57-to-63c retail prices. Tuna was selling actively.

"2. Canadian salmon was being sold in the United States at prices below domestic offerings; and substantial volume of Canadian salmon was known to be on hand.

"3. Implications in the Canadian carryover were sharpened by the fact that the United Kingdom announced that it would not be buying any Canadian salmon.

"4. Active movement of Pinks at retail seemed to demand pricing which would permit them to be marked below 50c per 1-lb. tin.

"In view of these considerations, this is what we did. We moved a substantial volume of 'Pink Beauty.' It is being offered retail at 45 to 49c and is proving a popular item.

"We're satisfied."

ing Tuna Market Firm

markets were firm during demand was not too strong, ing the in-between from the eriod and beginning of sumng. It had been a good year ith all packers in Southern a reporting that, so far as new, not a single "deal" was anywhere.

ic fishing continued poor most of the hook-and-liners to port after long voyages capacity fares. Imports of erial were above last year, ,930,000 lbs., compared to lbs. in 1951.

e first three months of 1952 mports of tuna or tuna-like, w or canned, amounted to some 730,000 cases, broken down roughly as: Raw, 245,000 cases; oil, 78,500; brine, 200,000; bonito, 200,000 cases.

According to figures released by the California Fish Canners Association on May 1, the California production dropped 43.7 per cent during the first four months of 1952; while imports were going up 56.3 per cent over the same period in 1951.

Expressed in production, the industry canned 15,528,000 lbs. in the initial four months this year against 27,572,000 lbs. in comparable 1951. Moreover, the association said, sales dropped 8.1 per cent — going from 41,625,000 lbs. to 38,250,000 lbs.

O.P.S. Salmon Price Meeting Anticipated

Meeting of a travelling team from the Office of Price Stabilization with the O.P.S. canned salmon advisory was still expected in Seattle at presstime for this issue, although at that time no official call had been issued.

While in Los Angeles attending the N. F. I. convention, W. C. Eardley, chief of the O.P.S. fish section, was of the opinion that the meeting could be expected before the end of May.

O.P.S. some time ago gave indication that it felt the matter of a rollback of cannel salmon price ceilings properly should be explored. This thinking, which was quite counter to the ideas of persons in Washington conversant with salmon packing and marketing, showed continuing failure to appreciate the fact that a realistic ceiling price for Alaska canned salmon cannot be set until the *volume* of the pack is known—because under conditions prevailing in the salmon industry, volume of pack is the most important element in shaping unit costs.

Mackerel Picking Up; But Still Far Behind

Mackerel fishing off Southern California picked up slightly in April, but receipts for the first four months of 1952 were disappointing. The April catch was 3,203 tons; the pack 41,454 cases.

The mackerel market across the country was naturally very firm, with canners working on very restricted schedules. Pacific, which was practically non-existent, was quoted at $8.00 for 48 1-lb. cans; Jack was offered at $7.25.

Calif. Sardines All Out of Packers' Hands

Canned California sardines were reported to be mostly out of producers hands by the middle of May.

Some producers had small amounts which they were releasing to old customers. Ovals in tomato sauce were being quoted at $9.25 per case; talls, natural, at $6.75-$7.25.

No squid was moving, and no jack mackerel to speak of.

These are the first packages for Net Brand fish steaks, uniform circles cut from frozen cylinders composed of skinned and boneless fish fillets. Packages are manufactured by Paperbox Corporation, with colorful overwraps from Western Waxed Paper Division.

Uniform, Circular Steaks Cut From Fish Cylinder

Uniform, circular steaks of skinless and boneless salmon and sole are new packaged products of the Pacific being offered by Silver Band Fisheries, Noyo Harbor, Fort Bragg, Calif. They are packed under the Net brand label, two 5-oz. steaks to the 10-oz. consumer package.

Tony Caito, operator of Silver Band Fisheries, and also owner of the Noyo River Fish Co., is an old hand in the fresh business, who for years was associated with his brother, Nino Caito, in the Western California Fish Co., San Francisco, which Nino still heads.

Silver Band Fisheries has developed a process by which skinned, boneless fillets of sole and salmon are frozen into cylinders. Details of the process by which this is done are secret for the present. The 5-oz. circular steaks are sliced from these cylinders and packaged in rectangular boxes furnished by Paperbox Corporation, Oakland. Waxed overwrap of the consumer packages bear the attractive "Net" brand and are manufactured by the Western Waxed Paper Division, Crown - Zellerbach Corporation. After sealing, the consumer units are packed 24 to the carton, manufactured by Fibreboard Products, Inc.

In each package is placed a postage-paid postcard asking: What kind of Net Brand steaks were purchased? Did they enjoy the steaks? Was the serving adequate? At this price are the steaks a good buy? Will you buy them again? Will you try other Net Brand varieties? Then there is space for other remarks.

"Net" sea foods is a registered trade mark, and eight different varieties of fish are being processed at the present time — salmon, halibut, sole, rock cod, sea bass, swordfish, ling cod, and haddock.

"Here in these two 5-oz. steaks," Mr. Caito told a *Pacific Fisherman* editor, "we have a uniform product that can be apportioned anyway the housewife desires. The steaks do not crumble or break after thawing and cooking, but may be cut up in serving.

★
CANNED SALMON
A Dependable Source
Particularly Buyers Labels
★
GAVIN BROS INC.
COLMAN BLDG, SEATTLE 4.
CANNED SALMON, TUNA, CRABMEAT

We have applied for a patent process of making these steaks

Reinke & Amende, Inc., Lo geles and San Francisco sea brokers, have the distribution "Net" line of sea foods all ov country, selling to distributor sell mixed cartons of Net B steaks — so many dozen of ea riety.

Southern Californi Canned Fish Price

Quoted F.O.B. Pacific terminals a time.

TUNA—	
Advertised Brands:	
White Meat, Fancy	
White Meat, C&F	
Light Meat, Fancy	
Light Meat, C&F	
Light Meat, Grated	$10.25 to
Private Label:	
White Meat, Fancy	$14.00 to
Light Meat, Fancy	$13.00 to
Light Meat, Standard	
Light Meat, C&F	$11.00 to
Light Meat, Grated	$10.00 to
D & L	
MACKEREL—	
Pacific, talls/nat., 48	
Jack, talls/nat., 48	

Quality
Pink Salmo
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Allen Succeeds Fleager in Sales

M. Allen, who for 12 years charge of the New York sales the Skinner & Eddy Corpora- came vice president and sales r of the firm June 1, with the ent from active sales respon- s of H. A. "Dixie" Fleager. Allen has moved to the Seattle uarters of the corporation, he will be assisted by Jack O. ho has been Mr. Fleager's sec- a number of years.

Fleager continues as a director Skinner & Eddy Corporation, the Bristol Bay Packing Co., l limit his responsibilities in mon Department to those of sory character.

ement of Mr. Fleager follows rs of selling salmon, 40 years ch he earned the confidence pect of the industry, competi- d collaborators alike.

Seattle Market

openly quoted at presstime, per 8 tins, F.O.B. Pacific terminals.

N—
ok, CR fcy., ½s.....$23.00
ack, Quinault, ½s.....$21.00-$22.00
ye, Puget, mf., ½s.....$19.00
ye, Puget, hf, ½s.....$20.00
Alaska, ½s.....$17.50-$18.00
Red., Alaska, ½s.....$12.50-$15.00
Red., Alaska, 1.....$22.00-$25.00
½s.....$12.50
1.....$21.00
½s.....$10.00

EAT—
nessm ½s.....$25.00

CLAMS—
d, ½s.....$14.50

N BRINE—
ore, 6/66½ oz.....$13.07
neat, 6/66½ oz.....$11.18
neat, 24/13 oz.....$9.88
neat, 48/7 oz.....$10.35

The BUYERS' CORNER

In an effort to make the Food Fish Marketing feature of PACIFIC FISHERMAN of maximum use to canned fish buyers, this space will be devoted monthly to the development of topics of particular interest to men charged with the volume buying of America's fish supplies.

Buyers Finding N.F.I. Meet Contacts Valuable

Increasing appreciation of the contact opportunities at the National Fisheries Institute conventions is reported by numbers of important factors on both the buying and the selling sides.

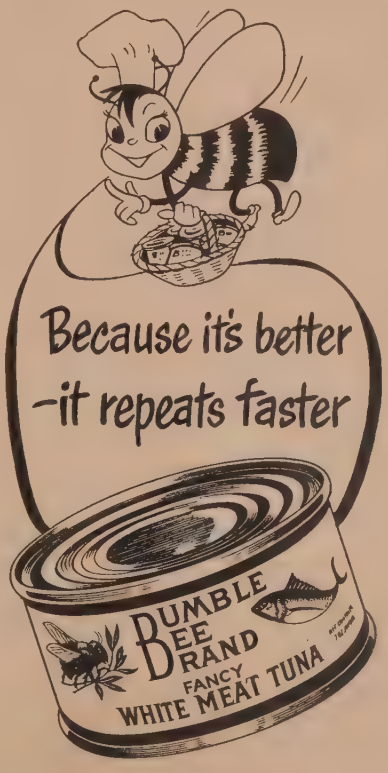
The Los Angeles convention in April found numbers of leading buyers and buying organizations represented in the suites, if not at the convention sessions or on the registration lists. These men were there to do business, and they did it by appointment in the privacy of their own or the sellers' quarters.

In this respect the Los Angeles convention was perhaps the most notable that N.F.I. has held, for it is believed to have represented material development in this kind of utilization by buyers attending the meeting for this specific purpose.

Cutting of Interest

Feature of the convention really was the "cutting" of canned, frozen and breaded frozen products; as well as the refrigerated displays of packages and goods. Certainly those attending the convention found the keenest interest in examining competitive articles and in the opportunity for comparison. Buyers as well as producers had the opportunity of seeing scores of samples of different brands (although of course with identity concealed) in simultaneous and comparative display.

Further expansion of this feature and capitalization upon its opportunities for quality checks was being planned before the 1952 convention closed.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

ALITY CANNED SALMON FAMILY
ER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION

TNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

M.O. Covington Manages Sales for Barry Co.

M. O. "Bud" Covington was recently named sales manager for J. M. Barry & Company, Los Angeles canned fish brokers, who are exclusive domestic and export distributors for California Marine Curing & Packing Company.

Mr. Covington, who has had many years experience in canned fish merchandising and been connected with a number of prominent firms in California, will concentrate on national sales of "Priority" canned tuna and "Rose Bowl" sardines and mackerel.

Regarding "Priority" tuna, the company has the advantage in the Los Angeles metropolitan area of a novel streetcar and bus advertising campaign. Von's Super Markets are using 7-inch cards in 1,000 public carriers in which six items are featured, one of these being Cal-Marine's "Priority." The idea originated with Fisher Grocery Stores, Cleveland.

Bell Smoked Fish Co., Fishermen's Wharf, San Francisco, is putting up a pack of shad roe, under the well known Tara Bell label.

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

Monterey-Packed Tuna Featured at Monterey

Barney Kitchens, manager, Peninsula Packing Co., Monterey, is conducting an aggressive campaign to promote the sale of tuna packed at the Monterey plant.

Last month Mr. Kitchens took a large group of representative business men from the Monterey Bay area through the plant while 85 tons of frozen Yellowfin tuna was being packed under the "Southern Seas" label.

Later at a meeting of the group, Mr. Kitchens said his company and the Monterey Chamber of Commerce have asked the help of neighboring chambers of commerce in selling the tuna processed in Monterey until the local industry can stand on its own feet.

Les Caveny, business agent for the Cannery Workers Union, AFL, is getting labor groups throughout Monterey county behind the sale of the tuna, according to Mr. Kitchens.

George Leutzinger, official of the cannery said that they had asked every grocery store in the area to stock Southern Seas tuna and most of them had agreed to do so.

George Bender, inspector for the State Department of Public Health, said that Peninsula's plant is small but he hadn't seen a better one in California, and he added that the pack compares in color, flavor, and quality with any pack in the state.

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

ROBERT L. STIX, INC.
Sales Representative
CANNED & FROZEN FISH & SEAFOOD
260 West Broadway, N. Y. 13, N. Y.
Tel.: WOrth 2-7527 TWX: NY 1-625

'Good Housekeeping' F Cook Book is Outstan

New-high in national m treatment for fish and seafo reached in the March nun *Good Housekeeping*, where 4 were devoted to recipes, sugg pictures and pertinent facts, signed to stimulate the use through acquainting the ho with its variety, nutritional ties, attractiveness, economy a

While the magazine had cooperation of the indus pressed through the National ies Institute, the *Good House* fish cook book feature was de by the magazine on its mer prime editorial feature, part keyed to Lent, but serving th readership of this consumer tion by emphasizing fish and s — among the most attractive tious and colorful of America

Benny Pignatti, skipper of the S cisco trawler **Admiral King**, and I natti, have returned from an exte to Italy and other countries in E

AT YOUR NEIGHBORHOOD FOOD S

Canned Salmon and Tu
—Factors for 32 Years-

F. A. GOSSE COMPA
1800 Exchange Bldg.
Seattle 4, Wash.

SAN JUAN BRAND

TRADE MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

of Stacy St. SEATTLE 4, U. S. A.

ITERPRISE PRESS-SCREW DESIGN

SURES MAXIMUM
RACTION FOR
V-COST OPERATION

NTERPRISE CONTINUOUS SCREW-PRESS provides exceptional ency in de-watering, oil extracting, and extracting free oil foots. This specially designed press-screw gives maximum he reduction at low pressure. The entire mechanism is easily sible for cleaning and servicing. Minimum maintenance attention are required of the press operator. *Write for lete information.*

ENTERPRISE ENGINE & MACHINERY CO.
A Subsidiary of General Metals Corporation
18th & Florida Sts., San Francisco 10, Calif.

in 7 models
capacities
ing from 1 to
ons per hour.

Enterprise Process Machinery

AIR LIFT DRIER

The Answer to Low Temperature Drying

"Best in the Business!"

Sold over the world

No Burning! No Smoke! No ODORS!

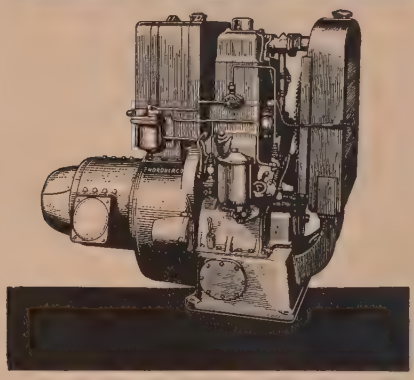
Made in 5 sizes — 2½ - 5 - 10 - 15 - 20 per hour, wet basis.
ONE MOVING PART. Takes less space.

Manufacturers of
Reduction Equipment from "Bin to Sack"
Exhaust Boxes — Hammer Mills — Rotary Fish Press

Sold Worldwide by Wilbur-Ellis Co., San Francisco
Wilbur-Ellis Co., (Pty) Ltd., Cape Town, South Africa
W. S. Sanders, Norfolk, Va. — Bullock-Smith Asso., New York
Elgee Engineering Sales, Chicago, Ill.

P & L WELDING & MACHINE WORKS, INC.
519 East La Palma Anaheim, Calif. Anaheim 4311

Here's reliable low cost power for REFRIGERATION and Auxiliary Electric Power



...NORDBERG Diesel Power Units

NORDBERG 4½" x 5¼" Diesel Power Units are built in 1, 2 and 3-cylinder sizes, and provide low cost, compact auxiliary power for fishing vessel or cannery service. As "packaged" generator sets, these medium speed units provide from 6 to 30 K. W. for powering refrigeration compressor motors, for lighting, driving winches, or other electrical equipment.

For straight power applications, these Nordberg Diesel units provide from 10 to 45 H.P., and are furnished with either stub shaft or clutch power take-off, as required.

Get full details on these compact, heavy duty power units today. Mail coupon for free catalog.

NORDBERG MFG. CO., Milwaukee, Wisconsin

NORDBERG
BUILDERS OF AMERICA'S LARGEST LINE OF HEAVY-DUTY DIESELS

• • MAIL THIS COUPON Today • •

Nordberg Mfg. Co.
Milwaukee, Wis.

4-152-F

Please send free catalog covering Nordberg "4FS" Diesel Power Units.

Name_____

Company_____

Address_____

City_____ Zone____ State_____

Consistency in Policy Toward Imports of Fish and Netting

The following thoughtful statement pointing out some inconsistencies with respect to policy toward imports of tuna and o fish netting was received by PACIFIC FISHERMAN as a lette from John R. Heath, chairman of the board of the R. J. Ederer Co. American fish netting manufacturing firm. It states soundly a logi cal, well-taken position, and is reproduced here in full with Mr Heath's permission.

You may possibly recall that last October, when the so-called Camp Bill (HR No. 5693) providing for additional protection for American fishermen against the ruinous competition being offered by the Japanese was pending in the Senate, this Company was urged by the fishermen on your coast to do all it could to get the Bill through Congress. Because we are, and always have been, vitally interested in doing everything possible to promote the welfare of the American fishing industry, we spent a great deal of time and quite a lot of money in advocating the adoption of the Camp measure.

As you may know, the Bill passed the House on October 15, and on October 16, we communicated with each of the 13 members of the Senate Finance Committee by telegram urging that they recommend it for adoption by the Senate; and we followed this up by correspondence and personal interviews with a number of the members of the committee. Subsequently, we were assured by two of the senators personally that the Bill would, in their opinion, in all probability, have been adopted by the Senate had not its adjournment a few days later and the pressure of other matters made its consideration impossible.

I call your attention to this particular matter because it is merely an example of the way in which the R. J. Ederer Company has always cooperated to the fullest extent in promoting the welfare of the American fishing industry and of our willingness to do everything which we legitimately can to cooperate with the fishermen and their associations in improving their economic condition. We have every intention of continuing to follow this policy.

However, you are well aware of the fact that Pacific Coast fishermen have in the last few years been buying very large quantities of Japanese fish netting at prices which the American manufacturer found it entirely impossible to approximate, because of the almost incredibly low wag ing paid to Japanese labor. This petition has been a very serious to all of the American fish net facturers, including this compa short time ago, however, we le through reliable sources that sociation of Pacific Coast fishe had placed an order for 200 ba netting manufactured in Ho which seems to indicate tha American industry is going to h combat additional foreign co tion.

The netting companies United States have never ch exorbitant prices for their pr Such prices have always beer sistent with the additional cost duction in the United States d the higher cost of material and much higher wages paid to s netting workers here than in Holland or Japan. The proble paying these increased costs is cal with the problem confrontir United States fishing industry you know, it is only the very lower wages paid to Japanese f men which enables them to pr and ship tuna into the United S at prices which it is impossible f own tuna fleet to meet. In thes cumstances, it seems entirely sistent that the members of the ing industry, while asking and ing our full support and coope in their effort to protect them against this foreign compet should, at the same time, be pu ing their netting requirements, part thereof, from abroad.

May we also call your attenti the fact that it is essential to th ing industry's own protection th American netting companies s continue to be able to supply th quirements. You will recall tha ing the last war all importation netting was completely cut off. ing this time the American panies, in spite of the fact that were required by regulation t their fullest capacity to suppl

Forces with camouflage net-
ıd other Government require-
made every effort to keep the
industry supplied as well. It is
all inconceivable that there
ɔe a repetition of this situation.
believe that if for not other
than enlightened self-interest,
ıerican fishing industry should
netting requirements at home.
ıjamin Franklin remarked so
'If we don't all hang together,
ll hang separately."

ıington Fish Trade s Set Record

ıington's commercial fishing
ry paid a record sum in fish-
axes and licenses on fish and
h landings during the 12-month
ending March 31, 1952. The
went into the state general

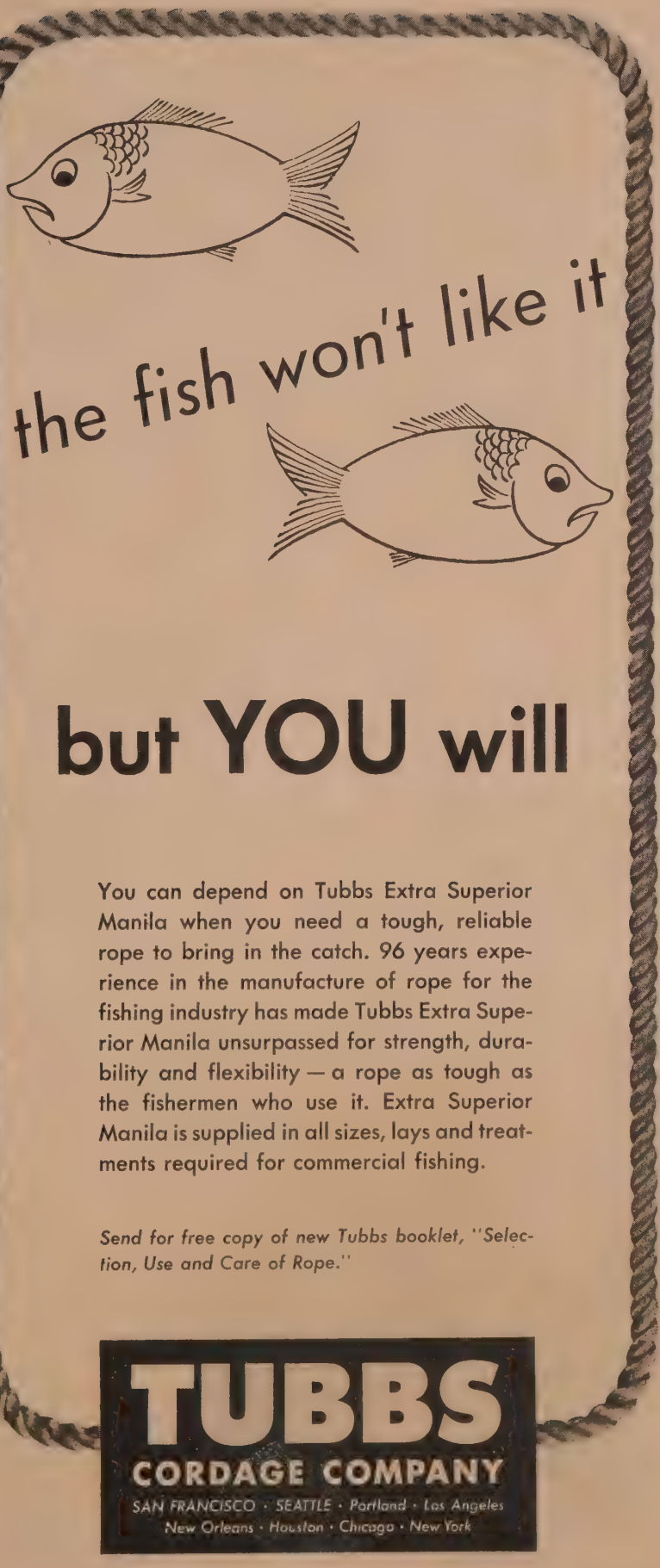
ipts totaled $636,166, including
2 in catch and dealer taxes,
09,978 in fishing and handling
s. The previous high was
9 during the 1949-50 fiscal year.
increase resulted from an in-
sponsored raise of 33% in li-
fees by the last legislature in
t of the state's salmon rehabili-
program. Catch and dealer
lso were increased an average
on salmon.

P.A. Profits Dip

profit of the Columbia River
rs Association, Inc., dipped to
9 in 1951 on gross sales of $11,-
. Sales for the year were close-
ıe with the five-year average—
,167 — but the net profit was
a long way from the $675,358
ed over the five-year period.
of the company's principal
ts in 1951 was: Alaska canned
, 39,541 cases; Puget Sound
l salmon, 48,067 cases; Colum-
iver canned salmon, 167,985
canned tuna, 331,149 cases;
l crab, 21,936 cases; fresh and
crabmeat, 57,412 lbs.; fresh and
fish, fillets, etc., 1,705,185 lbs.

ɔn James Resigns Fish Commissions

cidental with his retirement
ıe U.S. Fish and Wildlife Serv-
lton C. James submitted to the
ent his resignation from the
ational Fisheries Commission
e two international tuna com-
ıs.
resignations were accepted,
warm word for Mr. James'
service.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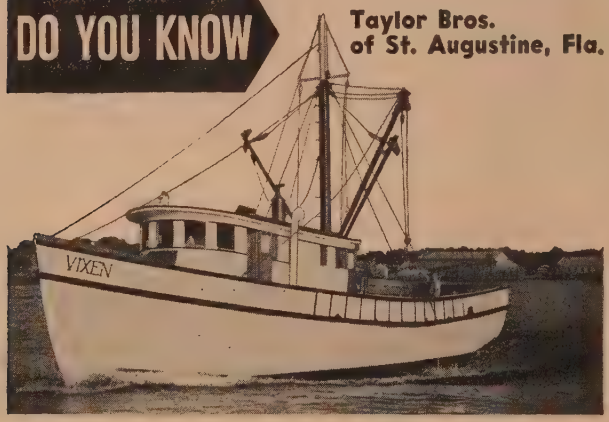

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The profitable power of a LATHROP DH 200 Diesel takes this brand new shrimp trawler all the way from St. Augustine into the fishing grounds of Mexico. Through top performance, this Lathrop engine helps Taylor Bros. get maximum profits from every one of these long trips.

Write for new catalog. Gasoline and Diesel engines 20 to 200 HP.

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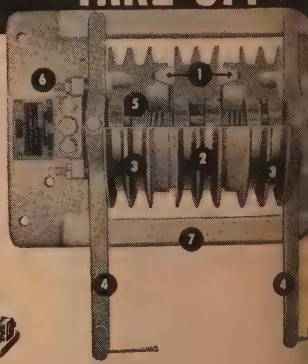

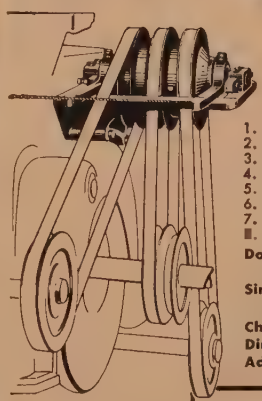

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Double Belt Model shown in above cutav
Wt. 35 lbs.
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Chain or lever operated.
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Adaptable to any engine.

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harles H. Gilbert"—

Mid-Ocean Research Specialist

Pacific tuna research of the Pa-
eanic Fisheries Investigations
has proven a number of
and among them is this one:
ine fishing holds possibilities
coming the handicaps which
ailures of bait-fishing and
eining; but it requires a spe-
vessel to work the specialized
the peculiar sea conditions
ng in the Northeast Trade
elt.

use of this determination, it
ided to build a vessel which
se flag-line gear for biological
erimental fishing—as well as
anographic and physical re-

harles H. Gilbert is the result,
for the outstanding aquatic
who laid the foundations for
almon biology as we know it

o Specialize
line Fishing

basic requirements for this
ere that it be able to fish in
nese fashion, that is, over the
d that it be designed to oper-
he steep chop kicked up by
le winds. Further, it must
ng range, comfortable quar-
d equipment aboard for re-
s well as fishing.

Design of a vessel to meet these requirements was assigned to Pillsbury and Martignoni of San Francisco, with Haylor O. Shuster, the naval architect, in charge of the project.

Early in May the new vessel left the Tacoma Boat Building yard, where she was built, under command of Capt. Ralph Johnson with George David as chief engineer for San Diego to take aboard Japanese flag-line gear.

The unit of this gear is the "basket," which corresponds roughly to a skate of halibut gear, has a 240-fathom main line and uses 10-fathom float lines. Floats are the usual oxygen bottle type with flags. Tuna hooks are snapped to the main line every 30 fathoms and hang on 10-fathom "droppers." The main line is usually set very slack and with any fish on at all it will get down as deep as 80 fathoms.

According to experts in this type of fishing the line has to be patrolled in order to prevent the loss of the line by sinking.

Features of Flaglining

General practice in the areas where this fishing will be carried on is to set

Herb Mann, oceanographer aboard the "Gilbert," on the left; with Albert K. Akana Jr., P.O.F.I. fleet supervisor, right; and H. O. Shuster, naval architect who designed the vessel, between them.

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RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

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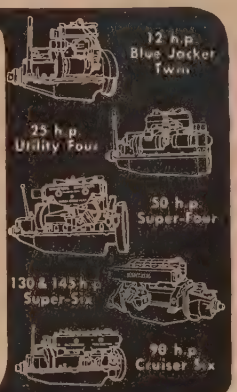

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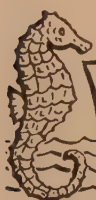

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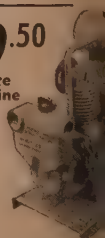

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515 LYCASTE AVENUE DETROIT 14

main lines in a continuous
efore dawn. It is not at all
for many miles of line to be
at one time. After several
e vessel will run back over
bringing it in over the port
the line comes in and is
the baskets the droppers are

liarity of this fishing is that,
onstant trade wind blowing,
ng gear is set out across the
that when it is taken in the
work up-wind slightly with
oming in over the windward
e line is brought in with a
deck, driven by a hydraulic

easure of the volume of fish-
the number of hooks serv-
day. It is reported that some
re successful Japanese boats
nd haul as much as 75 miles
a 24-hour period, which rep-
a sizeable number of hooks
n that period.

Some of the instrumentation aboard the "Gilbert"—in the left view the Radio-marine radar in viewing position; the Bendix depth recorder; Photo-Electric Pilot and Mathers controls; in the chartroom picture on the right is seen the Sperry loran, part of the radiophone equipment, and the direction finder.

Bait Boat, Too

taken by flag-line fishing in
h - of - Equator waters found
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fin, with a rather surprising
ge of Albacore. On the other
ceanic Skipjack, known in
as "Aku," is an important
fic species and is taken pri-
y bait fishing on the surface.
le her to engage in live-bait
s well as long-lining (where
r salted bait fish are used)
ert is equipped with conven-
ern racks and a small stern
k.
ning tanks and pumps are ar-
so she can be trimmed far
the stern for live-bait opera-
can get her stern up for com-

fort and safety in flag-lining or running.

About the Boat Herself

The *Gilbert* is 84′ x 21′ x 10′6″, all steel, and is so built as to handle easily close to the reefs and in the narrow channels of the Pacific islands.

A quick look at the *Gilbert* reminds one of the East Coast draggers with high bows and well deck forward. She differs from this type craft only in that she has a higher house aft. On the after end of the house is the bait tank and the condensers for the refrigeration system. Forward of the house are two brine wells, complete with freezing coils to be used for freezing the fish caught.

There are quarters for 16 men aboard — six in the foc's'le, eight in the lower deck house and two in the wheel house. Normally 14 men will be carried aboard during the various trips.

The main power plant is a General Motors Quad 671 . . . four diesels with a total of 520-hp continuous at 1600-rpm and 800-hp maximum, working through a General Motors 6 to 1 reverse and reduction gear. The main engines can be operated from bridge or wheelhouse by Mathers remote controls. The installation is so arranged that the engines operate as a unit, or individual engines may be used if desired. The tailshaft is 5¾″ Monel turning a 77 x 62 Coolidge propeller through Goodrich cutless rubber stern bearings both inboard and outboard.

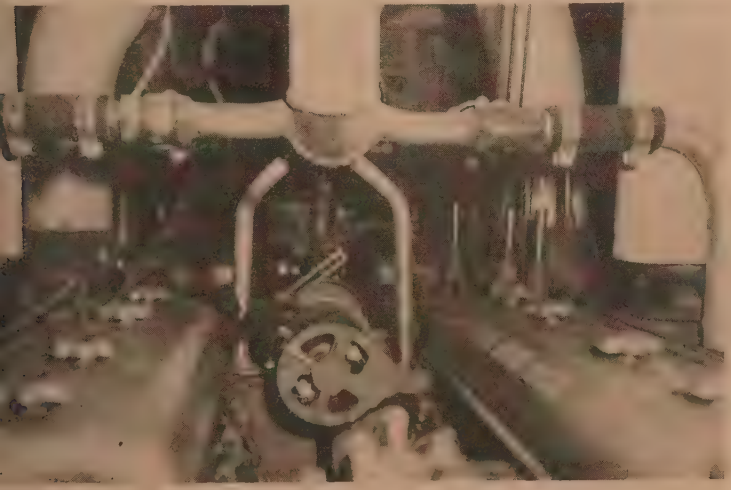
There are two 40-kw General Motors diesel generating units for auxiliary power to operate the many electric motors and equipment aboard.

Evans Engine & Equipment Company, Seattle, supplied all engines aboard the *Gilbert*.

For starting the engines and for emergency service there are four banks of Willard batteries.

Bait pumps, brine circulating pumps, fire and general service pumps are Fairbanks - Morse, driven by F-M motors. The capacity on the pumps is such that the vessel can be trimmed as much as 18″ in 10 minutes through the three bait and freezing tanks.

spot for a photographer—the machinery-filled engineroom of the H. Gilbert leaves little space for picture-taking. Here's a shot down center-line of her General Motors "quad," four-engine diesel.



Extraordinary Instrumentation

Fire protection in the engine room is provided by five 50-lb. CO2 tanks, and a number of portable extinguish-

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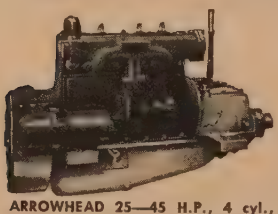

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potted around the vessel for
y time.
mple water capacity — 50
small automatic electric wa-
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ration for the brine wells,
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t Baker Ice Machine Com-
ne 4-cylinder 3½ x 3½ and
nder 3½ x 3½ Baker com-
provide ample capacity for

lbert carries the most com-
of electronic gear seen on
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equipment installed to as-
ew in navigation, communi-
d ship handling.
wheelhouse a Bendix 400-
epth recorder, supplied by
c Marine Supply Company,
diomarine Model CR-103
mounted so the steersman
either without leaving the
or steering at sea and for
the vessel in restricted wa-
oto-Electric Pilot has been
with remote controller for
ering, enabling the skipper
ut of the wheelhouse to the
ng for maneuvering.
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finder, a 250-watt Northern
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ronometers for navigation
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fore-peak is a Northern an-
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nted on a steel plate and
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ich is the rig around which
e vessel's work will center.

O.F.I. *Program* *orial Research*

ction of the *Charles H. Gil-*
fit into the broad research
of P.O.F.I., as outlined in
ne May, 1952, issue of *Pacific*
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esearches have shown the
of a substantial volume of
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dicate that the concentra-
is body of fish increases to
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However, data are not now available for a wide sector of Equatorial sea between the easterly explorations of POFI and the fisheries in the Galapagos area. Whether the concentration continues through these longitudes is not known positively; and whether American fishermen can make flag-lining pay there is still to be proven.

To provide this proof, POFI has arranged for charter of the California fishing vessel *Cavalieri*, which will operate flag-line gear in those waters on a commercial basis to provide a realistic test of a realistic problem in practical fishing.

Herring Prospects Bleak

With Products Prices Low

The weak-as-water market for fish oil on top of the stiff demands of fishermen and plant workers threw a feeling of hopelessness over the Alaska herring industry this spring, and to presstime for this issue there were no signs of brightening.

Price of herring oil at presstime was 6½ to 7c, Seattle, on a bid-and-ask basis. *Six months before it was selling at 13c.* As this was written, the New York price of fancy tallow, the index for fish oils, was 5⅞c per lb. A year before it was 15c.

Meal is relatively stronger than oil, but is still bringing less than it was last spring.

Thus there are almost no prospects that the price of products of herring reduction can approach those of last year, for the commodity markets generally continue depressed.

On the other hand, the Alaska herring fishermen are demanding the same arrangement as in 1951 in matters of price per bbl. and percentage of product, but *with an expensive addition.* They demand a guarantee of $500 per month per man for a three-months period, to be paid whether any fish are caught or not. This would reqiure that each plant place in escrow $60,000 before the boats left for the north. Herring operations just haven't produced that kind of resources, nor have they encouraged that kind of risk.

There's another item of ½c per bbl. for a union-administered welfare fund also.

Shore workers want a 15 per cent increase over last year — when they received a 15 per cent increase. Along with it they want pay on the basis of a 40-hour week instead of 48. This figures out to an increase demand of 35 per cent, plus a welfare fund.

Cost increases of this kind just can't be met at the present price of products.

Fish Divoteers Set Records

Old Sol grinned benevolently upon a record-breaking turnout for the Seattle Fish Divoteers' 14th annual spring tournament at the Sandpoint Country Club, May 2 — 142 golfers playing the 18 holes and 173 members and their guests enjoying the good fellowship of the "19th" hole and the banquet in the evening.

Gordon Davis of the Oxenberg Fish Co., new president of the organization, presided at the banquet which was highlighted by the return of the one-and-only Larry Curtin of the Nickel Plate Road, as toastmaster and awarder of the day's prizes and permanent trophies.

The Royal Mail Line trophy for low net in the first division was won by Warren Smith, Pennsylvania Railroad, with a 67. Also carding net 67's, but unlucky in the draw of cards, were Henry Russell, Sunde & d'Evers Co.; Carl Puetz, Ken's Poultry Store, and R. Lindenberger, Peninsula Packers.

Two of the Pacific Northwest's finest amateur golfers, Harry Givan, Johnson & Higgins, with a 71, and George Skarich, California Wire Cloth Co., with a 73, were awarded prizes for low gross and second low gross in the first division.

E. H. Backman of the San Juan Fishing & Packing Co. carried off the Bob Finke trophy for low net in the second division, with the award for low gross in this division going to Glenn Wicker of the Green Bay & Western Railroad. Second low net and second low gross went to Frank Wright, Pyramid Fisheries Co., and Harry Tillman, San Juan Fishing & Packing Co.

Eldon Erickson, N. C. Marine, won the coveted Blue Star Line trophy

for low net in the third division, the prize for low gross going to Jack Pierce, Whiz Fish Products Co. Second low net and second low gross in this division were awarded to Dave Alhadeff, Whiz Fish Products Co., and Earl Rustad, Great Northern Railroad.

Competing in the guest division, Frank Ellis, Rusty's Halfway House, won low gross honors and Stan Dec, D. K. MacDonald & Co., was the low net winner.

The highly successful tourney was staged under the direction of Cliff Greene, Blue Star Line, assisted by Harry Brazell, Nakat Packing Corp.; John Lauc, Kayler-Dahl Fish Co.; Ralph Syverson, San Juan Fishing & Packing Co.; Charles Sherriff, B. R. Anderson & Co.; Karl Paulus, Peninsula Packers; and Eldon Erickson, N.C. Marine.

The Sponsors committee, which lined up the prizes, was headed by Harlan Gorham, Oxenberg Bros., assisted by John McCallum, McCallum-Legaz Fish Co.; Henry Russell, Sunde & d'Evers Co.; Steve Kipper, Can-Go Shippers Association; Walt Meredith, Kelley-Clarke Co.; and Stanley Cloak, Chicago, Milwaukee, St. Paul & Pacific Railroad.

Joe Brennan, Talbott Carroll & Co., chairman, and Ray Wallitner, N Plate Road, won acclaim for t ficient way in which they handl ticklish job of handicapping.

Manuel Figuerido's trim little t **Noyo Star,** from Fort Bragg, Cali ceived an engine overhaul of her Murphy diesel engine and her S Nabstedt reverse and reduction from Oswald Machine Works, Fishe Wharf, San Francisco.

The Frank Alioto Fish Co., San cisco, also had the 150-hp Murphy engine on their trawler **Seaworthy** a S & N reverse and reduction gears hauled by Oswald, as did the Weste ifornia Fish Co. for their trawler W **California No. 1.**

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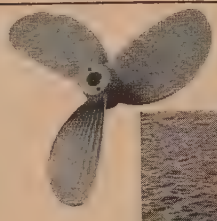

Lambie

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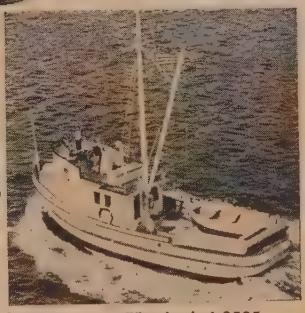

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Acquires Photo-Electric Marine Line

ntly announced in May by A. B. resident of Photo-Electric Pilot n, Seattle, and R. C. Fuller, gen- er of Pacific Division of Bendix orporation, North Hollywood, x is acquiring the assets of tric Pilot Corporation, includ- igns and engineering. Bendix e the Photo-Electric pilot at its ywood plant. Mr. Dickison is e Bendix organization in an

kinson, left, and R. C. Ful- al manager of Bendix Avi- cific Division, discuss the ctric Pilot, which Bendix red and will manufacture.

apacity. He has had 20 years in the marine pilot field.
vision of Bendix first entered field in 1947 with its electronic der. Since then five new mod- n added to the line and Bendix rders have been widely used on fishing vessels throughout

son is quoted as saying, "I am t Bendix Aviation Corporation d the Photo-Electric pilot and d to join that organization as I ith the Bendix manufacturing ering resources we will be able ur production to meet the de- h the marine trade has made which we at Photo-Electric nable to fulfill."
said, "Photo-Electric pilot we ideal running mate for our line corders and it, like the record- sold through marine distribu- alers."

Morse and **John H. Lenz** have ustrial Engineers company at or, Fort Bragg, Calif. Morse vith Berglund Tractor Co., and tractor repairing and marine ial engine sales, service and re- ne company is agent for the teel rope, and it plans to have other industrial and marine and supplies.

Staff Jennings Gets Raytheon Line For Oregon and Columbia

Roger W. Mackay, district manager of the Raytheon Manufacturing Company has announced the appointment of the Staff Jennings Marina, Portland, Oregon, as a dealer for the Submarine Signal Fathometers and Raytheon radio telephones and direction finders.

Staff Jennings will cover Oregon and that part of the State of Washington bordering the Columbia River from the Dalles to Vancouver, Washington.

Mackay reports that the new dealer has already sold a number of the Fathometer Cadets for installation aboard Portland yachts.

New High-Gloss Waxed Cartons For Sea Food

A 5-lb. frozen shrimp carton made without staples, yet so rigid that it sets up squarely, is now being offered to the frozen seafoods industry. According to the manufacturer, Marathon Corporation, Menasha, Wis., the carton represents a new high in protection, for it is coated with heavy surface wax, both inside and out. The carton is thus protected not only from the water in the shrimp but also from the moisture on the packing table.

The leakproof, high gloss carton is made in one piece, an ideal construction for glazed shrimp packaging. It sets up quickly and easily and maintains its rigidity through hand packing and machine overwrapping. Glued instead of stapled, it eliminates the possibility of rusty staples, or staples accidentally falling into the food being packaged.

Extensive tests showed that: 1) the high gloss waxing prevented any staining of the package; and 2) the frozen contents did not stick to the carton, but stripped off cleanly when removed.

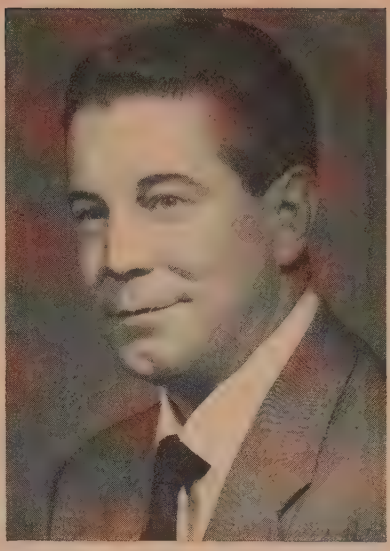
The same new high gloss (inside and out) principle has been applied to two of its other frozen seafood packages, Marathon says.

One is the two-piece 5-lb. carton for fish. Its sturdy, rigid construction makes it ideal for quick and easy set-up in the production line.

The other is the one-piece 1-lb. fish carton, which has become virtually standard for consumer-size packaging of fish fillets. Now improved with Marathon's high-gloss waxing, it offers better than ever protection at low cost.

Tests conducted on the two fish cartons showed no flavor loss in the contents after long-term storage.

All three of the packages (5-lb. shrimp, 5-lb. fish and 1-lb. fish) are made of Marathon's pure white Q-board, a solid-bleached paperboard ideal for food packaging.

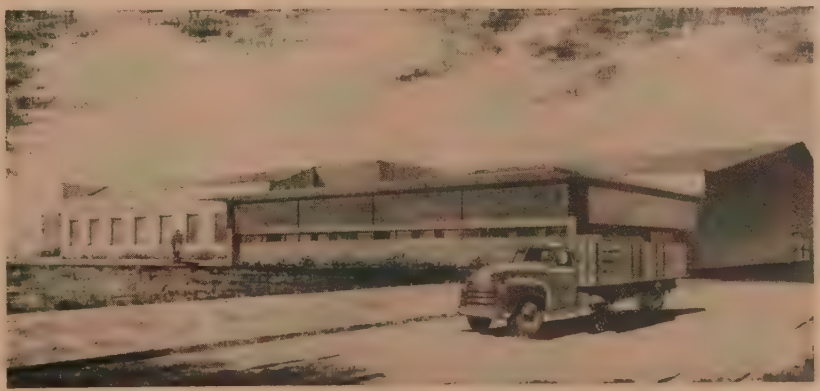


Robert W. Phillips is the new Marine Sales Manager of the Detroit Diesel Engine Division, General Motors Corporation, V. C. Genn, General Sales Manager, has announced. Mr. Phillips was formerly with the Maritime Commission where he served as assistant chief construction supervisor on the superliner "United States".

New Pflueger Adv. Man

The Enterprise Manufacturing Company, Akron, Ohio, makers of Pflueger fishing tackle, announce that George G. Smith joined their company as advertising manager in April.

Mr. Smith served as an Air Force fighter pilot for three years in World War II. As a member of the 164th Fighter Squadron, Air National Guard, he commanded his squadron in California gunnery maneuvers last month.



Architect's sketch of the new laboratory building at Paterson, N. J., to house the research department of The Linen Thread Co.

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Officials See Bryant monstrate Capability

ls of the Evinrude Motor Co., of the Outboard Motors Cor- ere recently very much im- the performance of the 25-hp gtwin which Bryant's Marina d to their 26′ utility fisherman oat.

tt, vice-president of the Out- rs Corporation, and general Evinrude Motor Co., Hugo vertising manager of Evinrude Fred Bammann, service man- rry Ewald, engineer for Evin-, visited the Bryant plant for of checking up on claims made egarding the performance of evelopment. The group con- fact that although the boat is 8′ beam, and of heavy con- struction — weighing approxi- pounds—it develops speeds up per hour with two people up to 12 miles an hour with 10 rd. It is capable of carrying 3 tons with ease and safety sonable rate of speed.

tives stated that as a result of velopment, which allows the the outboard motor shaft by allowing the installation of an otor on a 35″ transom instead ntional 16″ transom as used on its, the outboard motor will be more extensively for commer- he future than it has been in eretofore it has not been con- ctical to use standard shaft oard motors on many commer- n view of the fact that with and in rough water the motors ted to being drowned out by the boats swamped. Now, the e a 35″ transom makes the out- lation very practical and safe. ave been using pictures of the owered Bryant utility work national advertising; and ac- Bryant, he has received hun- quiries from throughout the s asking for more detailed in- n this model. Bryant further they now have plans for this le, which may be purchased at st, and that the firm may pos- he boat in kit form so that it sported throughout the world ed by ordinary labor wherever be required.

the business session, the en- ook a flying trip out to Cape Flattery, and then back to Mount Baker, thence around Mount Rainier and back to Bow Lake. The entire group were so much impressed by the scenic beauties of the Pacific Northwest that they indicated they will use photographs of Northwest scenes as much as possible in their future advertising programs. They agreed with "Holiday" Magazine that "this is the most beautiful corner of the United States."

Buda Engine & Equipment Enters S.F. Service Field

The Buda automotive service department, Buda parts department, and Buda automotive and industrial engine sales department of the King-Knight Co., Fishermen's Wharf, San Francisco, have been transferred to the Buda Engine & Equipment Co., Inc. (subsidiary of The Buda Co., Harvey, Ill.).

C. H. Riding, formerly manager of the above-mentioned departments of King-Knight Co., will be in charge of the new Buda organization in northern California. Ben C. Scott, formerly with Fred E. Barnett Co. and well known to northern California loggers and sawmill operators, will be Riding's assistant. Peter Glade will be service manager, and Harold Dietrich will be parts department manager.

The Buda Engine & Equipment Co., Inc., will operate in the King-Knight Co. building at 360 Jefferson St., San Francisco, with the same telephone number, PRospect 6-2700, until new quarters and new telephone service is secured.

King-Knight Co. will continue its sales engineering and manufacturing business at the present location and will handle the Buda marine business, the manufacture and sale of gas and diesel engine generating sets and pumping units, both manual and fully automatic, as heretofore.

Alvin Anderson, with headquarters in Los Angeles, is general manager of Buda Engine & Equipment Co. which has offices there, in Bakersfield and Long Beach, and now San Francisco.

L. E. Randall, The Diversey Corporation has been named to handle the company's marine business, working the waterfronts of Southern California, according to an announcement by **J. M. Burnett,** district manager. During the recent N.F.I. convention in Los Angeles, **F. O. Spence,** Pacifis Coast manager, joined the pair in meeting delegates from all over the country. Mr. Randall makes his home in Pomona, Calif.

This picture of Tom Grula, Western District Sales Manager, Gray Marine Motor Co., was taken when he visited the offices of Pacific Fisherman during his Seattle visit with S. O. ("Ted") Jules and his organization at Jules Engine & Equipment Co. Mr. Grula started his Pacific Coast visit at Vancouver, B. C., with Hoffars, Ltd., and after Seattle went to San Francisco to see the Graymarine distributor, Hall-Young Company; and to Los Angeles to visit Charles E. Smith, Southern California distributor.

Hayssen Restyles Its Trademark

The Hayssen Manufacturing Co., of Sheboygan, Wis., manufacturer of automatic wrapping machines, has adopted new styling for its trade name. The style of the name "Hayssen" now has the slogan "It pays to wrap the Hayssen way" incorporated in a gray banner above and tying in with the name Hayssen when used in the logotype. Below this logotype are the words: "Since 1910, One of the World's Largest Wrapping Machine Manufacturers."

This newly-styled logotype will be used in all advertisements.

Frank Pasquinucci, Sausalito, recently had the General Motors 6-71 diesel engine of his combination boat **Madeline** overhauled at Shore Line Diesel Maintenance Co., Fishermen's Wharf, San Francisco.

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ENGINEERING CORPORATION
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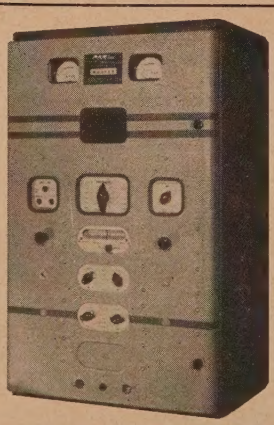

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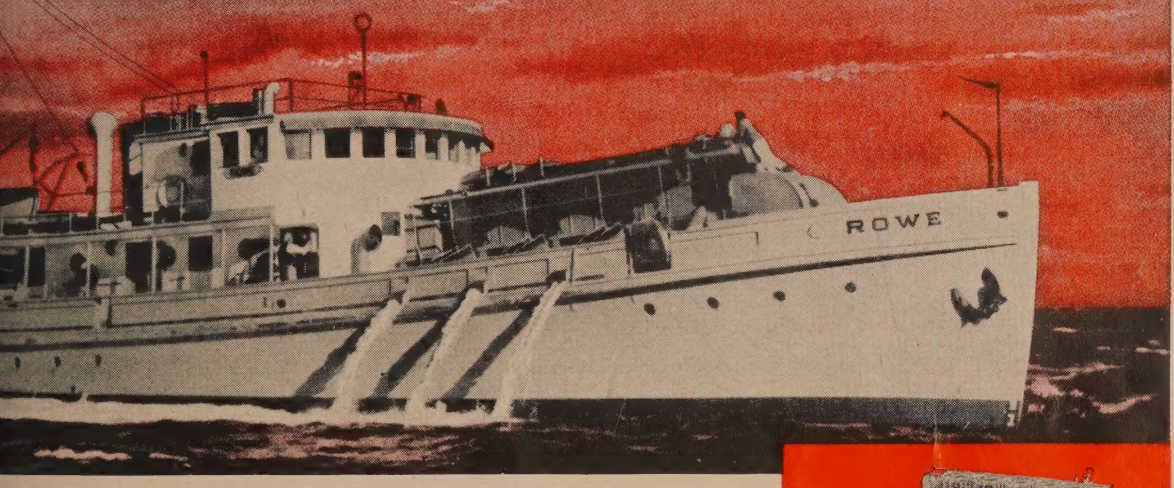
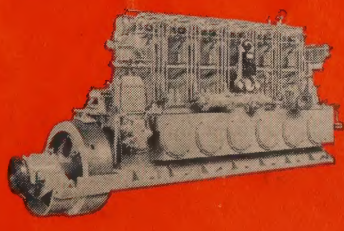


e modern oyster harvester "Rowe" is a convert from military supply vice. Re-fitted with suction dredging equipment she can harvest 00 bushels per hour and carry 3,000 bushels in her hold.

This powerful vessel, owned and operated by H. C. Rowe & Com- y of New Haven, Connecticut, is propelled by twin Atlas Diesels—) h.p. each. In continuous heavy-duty service since they first went to in 1947, these efficient 4-cycle Atlas Marine Engines are now ving their versatility in the highly specialized business of oyster tivating and harvesting.

Records of performance of Atlas and Superior Marine Diesels in ry type of commercial fishing operation offer further evidence of ir dependability and economy.

Write for detailed bulletins.



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